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日五初月叁年亥十二緒光

HONGKONG, THURSDAY, APRIL 2ND, 1903.

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12.45 p.m. to 1.15 p.m.	Every 15 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 15 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 4.00 p.m.	Every 15 minutes.
4.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 15 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 15 minutes.
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8.00 a.m. to 9.30 a.m.	Every 15 minutes.
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2.00 p.m. to 3.00 p.m.	Every 15 minutes.
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Manage our Factories, and their actual
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P.O. Box 38, Telephone No. 12.

The Daily Press.

HONGKONG OFFICE: 14, DES VOUX ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 2nd April, 1903.

An exceedingly interesting and very valuable
Report respecting the province of
Kiangsi by Mr. W. J. CHENNEL, H.M.'s
Consul at Kiukiang, was presented to both
Houses of Parliament in February. In
thirty-seven foolscap folio pages of type
Mr. CHENNEL has dealt with the history
of the province, its population (which he
estimates at between ten and twelve
millions) its large towns, central adminis-
tration, finances, and its relations with
foreigners. Under this last heading the
Consul has much to say which shows how
exceedingly jealous the Chinese authorities
are of any effort on the part of the
foreigner to extend his operations beyond
the Treaty port. Mr. CHENNEL mentions,
for instance, that in December, 1901, a
complaint was addressed by the Provincial
authorities to the Consular Body in which
evangelistic work by native Christian pastors
was declared to be illegal and a breach of
the Treaty, the Treaty being directed to
obtain from the British Consul a list of
all natives so engaged in connection with
British Missionary Societies with a view
to suppressing this form of activity through-
out the province. This request, and the
contention upon which it was founded,
could not, of course, for a moment be
entertained; but, as Mr. CHENNEL goes
on to point out, the authorities were on
firmer ground in a protest which they raised
last year against the establishment of
branch agencies by non-Chinese firms at
various points in the interior of Kiangsi.
Their contention, and the Consul con-
veyed it to be entirely borne out by
the existing Treaties, was that no
foreigner or foreign firm can establish a
branch in the interior away from a Treaty
port, saving the provision of the Japanese

Treaty of 1895 by which warehouses can be
temporarily leased for the storage of the
firm's goods. Mr. CHENNEL, by the way,
draws attention to what we believe is a fact,
that the word "temporarily" in this
connection has never been authoritatively
interpreted, and he makes the suggestion
that it should be defined to mean "for a
definite term," so as to include a lease of
years. Where a foreign firm employs a
native as agent, or correspondent, or sales-
man, or whatever he may be called, to do
business in the interior, such a person is
simply a Chinese trader and his shop a
Chinese shop. He has no *locus standi* as
agent of a British firm. A Consul, Mr. CHENNEL says, is sometimes
asked by British merchants to obtain for
their Chinese representatives in the interior
exemption from exactions, or other assis-
tance, on the ground of the establishment
concerned being an agency or branch of a
British firm. He mentions a recent case
from Hongkong in which he was able to secure
the reduction of a shop tax because he was
able to show that the sum demanded was
excessive in proportion to the business
done. "To have raised the question of
"agency would have been simply to invite
"the Chinese authorities to move me to call
"the firm to account for a breach of Treaty." Mr. CHENNEL also deals with the pro-
visions of the Treaties regarding transit
passes which he describes as a fertile breed-
ing ground for contention, and makes some
useful suggestions on the subject which
have been largely adopted in Sir JAMES
MACKAY's treaty. On the subject of the
recovery of debts due to foreigners from
Chinese in the interior, the Consul shows
that this is not always to be accomplished
with either promptitude or ease. "In a
"country where the general standard of
"morality, as between merchant and mer-
"chant regarding commercial contracts is so
"singularly high as it is in China, the
"difficulty of enforcing them by legal process
"is extraordinary," he declares. There are
occasional exceptions, of course, but the
Consul says that unless the debt is covered
by cargo on which the foreigner has a lien,
or by something that can be used as
security, the usual experience is that the
claim is finally written off as a bad debt.
The debtor absconds to some more or less
inaccessible place in the interior, and there
bribes the local magistrate sufficiently to
make him refrain from taking any active
steps, so that in the present inefficient and
corrupt state of the Chinese Courts local
action is almost nugatory.

Finally, Mr. CHENNEL, looking at the
hopeless poverty, the universal backward-
ness and stagnation in the midst of almost
unlimited natural wealth, where the appli-
cation of foreign capital—anxiously seeking
employment—would not only bring in
returns "beyond the dreams of avarice,"
but would introduce prosperity, plenty,
activity, and all those elements of material
progress of which the country is so pitifully
in need, asks a question which has often
been asked before: "Is it necessary
"that the foreigner, with all the re-
"generating possibilities of Western
"civilisation, should be confined within
"the narrow limits of a Treaty port, or
"only allowed outside as the guest or
"visitor or paid employee of Chinese?"
"Would it not be better to throw down
"all barriers and open all the interior
"to the residence and enterprise of all
"nations?" Mr. CHENNEL answers the
question, as we should answer it ourselves,
by saying that under existing or any
probable future conditions, the Treaty port
system with a rigid distinction between the
"port" and the "interior" is of the essence
of our relation with the Chinese Empire
and is not lightly to be tampered with.

We do not know whether there are many
readers in the Philippine Islands who
accept as gospel all that they see printed in
bold, black type in the Manila papers. If
there are they must be momentarily expect-
ing news of another war by the Powers
against China. Passengers who have come
from Manila during the last few days, indeed,
have been somewhat astonished to find their
expectations in this respect disappointed.
On looking through our Manila files we find
several New York telegrams referring to
the question. "The situation in China,"
says one of the 22nd inst., "has reached a
point and it is only a matter of days when
the Powers will again have to intervene to
prevent further bloodshed." It is added that
reports from Washington state that there
have already been diplomatic exchanges on
the subject and it is known that active
preparations are already under way in the
War Department. There is much more to
the same effect. In China everybody knows
this to be ridiculous. At the same time
we cannot be blind to the fact that there
is a great amount of unrest in the
Northern as well as in the Southern pro-
vinces, and it would perhaps be unwise to
ignore altogether the warnings that have
recently been given of the ominous character
of the signs of storm and tempest in the

North. While the revolt in the Two
Kwang appears to be spreading, it would
seem to be really less dangerous, from an
international point of view, than the mys-
terious movements of Prince Tuan and
General Tung Fu-shiang. According to
rumours in the North these two evil spirits
have been plotting to renew the troubles of
1900, and have been steadily organising the
hordes of Kan-su and Shensi, and even the
Mongols of Alashan with the two-fold object
of setting Pu-chun, the ex-Heir Apparent,
on the Dragon Throne, and exterminating
foreigners. And the reports further in-
dicate that the movement has the active
support of the Empress-Dowager, notwith-
standing that she is professing an earnest
desire to encourage the most cordial
relations with the foreign ladies in the
capital. Nothing is more difficult than to
procure exact information on such subjects
in China and these rumours must conse-
quently be accepted for what they may be
worth in the light of any accurate in-
formation which may from time to time
come to hand. At present, however,
nothing has occurred to warrant any such
statements as the Manila papers contain
with reference to immediate intervention
by the Powers.

The other morning, in Yokohama says the
"Examiner" in the Japan Advertiser, I saw
a first-rate instance of Japanese politeness.
A youthful cyclist cannoned into an elderly
pedestrian. Both fell. Both rose. Both smiled.
Each dusted the other down.

Mr. Post, the Consul here for Austria, left
for home yesterday by the *Empress of China*,
and proceeds via Siberia. He is accompanied
by his wife, who was made the recipient of floral
tributes of esteem by some of the many friends
who bade Mr. and Mrs. Post bon voyage. Chev.
Volpelli, Consul for Italy, has assumed charge
of Austro-Hungarian interests in the Colony.

A cart-road to the Chinese border from Bhamo
towards Tengyueh (Momi) has been nearly
completed. The Chinese have promised to
complete it on their side and the Burma Govern-
ment have lent them an engineer. It is
thought that when the road is completed there
will be a great increase in trade with China.
The Island Customs have a post at Tengyueh,
which is a guarantee that there will be no vexa-
tious imposts.

The gigantic White Star liner, the *Cedric*,
has made her first voyage across the Atlantic
most successfully. In spite of the gales that
were experienced not one of the passengers was
seasick—at least so the medical officer says, and
he ought to know. A wingless brimming full
was placed on a sideboard when the voyage
started, and not a drop was spilled. The *Cedric*
is not a fast boat, her average speed was 14.7
knots, but her sea-going qualities will make her
a favourite boat for crossing the "ferry."

In an article on the Currency Question the
Times of India says:—There is one law which is
not properly borne in mind either in relation to
India's declining currency or in relation to that
of China, which is still on the downward grade.
A country the value of whose currency declines
is a dead loser unless it discovers new uses for
its money and develops fresh industries. India
was very imperfectly developed in 1872, but as
the value of the rupee declined it did
unquestionably create several very important
industries, making such a demand for money as
accounted largely for the absence of a rise in
Indian prices. That the labourer paid for these
new enterprises is no doubt true, and that the
overproduction of the present is to be traced to
his contribution is equally evident. But the
evolution of new demands for money did much
in India to mitigate the evils of the fall in
silver; and one of the most serious questions
affecting the present position of China, is
whether she also has in her to respond to the
curious, though dangerous, stimulus of a de-
preciating currency.

The Peking native correspondent of the
N.C. Daily News writing with reference to the
present relations between the Emperor and
Empress Dowager, states that, in spite of
rumours, emanating from interested sources,
giving out that their Majesties have fallen out
and the unfriendliness between the two is now
more acute than ever, etc., he (the correspondent)
is in a position to state that this is far from
true and that never before have the rela-
tions between their Majesties been more cordial
and confidential than now. Indeed the con-
tinued indifference and uniform non-interfer-
ence with politics of his Majesty since the coup
d'état of 1898 seem to have convinced the
Empress Dowager of the harmlessness of the
Emperor and that his Majesty is far from
hostile to her interests. In view of this the
Empress Dowager is now more friendly than
ever to his Majesty and constantly seeks his
advice on matters of State to show her confi-
dence in him and to arouse his interest in the
Government of his Empire. His Majesty often
reciprocates this confidence of his Aunt by
giving an occasional personal opinion, but only
on the most simple and obviously unimportant
matters. His Majesty is generally most care-
ful to avoid showing the least interest in
important affairs of State, and when appealed to
by the Empress Dowager always smiles and
makes reply that he has perfect confidence in
her Majesty's ability to deal with such questions
concerning which his ignorance makes him
indifferent. Under such a condition of affairs
in the Imperial Palace it is easy to see that
there can never be any serious difference of
opinion between their Majesties.

TELEGRAMS.

REUTER'S SERVICE.

ADMIRAL DEWEY ON THE U.S.
NAVY.

AN UNPLEASANT FEELING IN BERLIN.

LONDON, 30th March.

Admiral Dewey at an interview declared
that the U. S. Navy was the greatest in the
world; he believed the German Navy to be
greatly over-estimated, and that the recent
American naval manoeuvres were an object-
lesson to the Kaiser.

On President Roosevelt inviting Admiral
Dewey to the White House to explain his
indiscretion, the Admiral declared he meant
nothing offensive and was surprised that his
off-handed remarks had been published. The
utterances have caused an unpleasant feeling in
Berlin, but no diplomatic incident is expected.

FUNERAL OF THE LATE GENERAL
SIR HECTOR MACDONALD.

LONDON, 30th March.

The late General Sir Hector MacDonal
was quietly buried in Edinburgh this morning.
The body was conveyed straight to the cemetery
from the train.

"TIMES" NEWS BY MARCONI
TELEGRAPHY.

LONDON, 30th March.

The *Times* publishes two New York news
telegrams of about 150 words in all transmitted
by the Marconi system.

STRIKE IN MASSACHUSETTS.

LONDON, 30th March.

Seventeen thousand employees in Massa-
chusetts' cotton mills ceased work yesterday in
anticipation of a strike for higher wages.

FOOTBALL.

CHINA SQUADRON LEAGUE.

The *Albion* and the *Glory* met at the
Happy Valley to-day to play off their tie in
the China Squadron League. The match,
which commenced at four o'clock, should be a
good one and keenly contested.

FATAL ACCIDENT AT KOWLOON
DOCKS.

About half-past eight o'clock yesterday
morning the body of James Goodwin, aged 42,
chief steward of the American steamer *Hyades*,
lying at the Kowloon Docks undergoing
overhaul, was found floating in three feet of
water at the bottom of No. 2 dock. On the
body being recovered a terrible gash was seen
on the forehead, and the face was much bruised.
It is surmised that the unfortunate man fell
into the dock whilst making for his ship, and
was killed. The body was removed to the
Government mortuary.

ROYAL HONGKONG YACHT CLUB.

There will be a race on Saturday next, April
4th, for two prizes kindly presented by Mr. E.
W. Mitchell.

Course No. 1 B. Start 2 p.m.

Time limit, 6 p.m.

Handicap.

Dione	allow	
Vernon	allow	
Alannah	allow	
Bonito	allow	
Colleen	allow	
Erica	allow	6 minutes.
Kathleen	allow	
Min	allow	
Iris	allow	
Maid Marian	allow	14 "
Doreen	allow	
Chanticleer	allow	16 "
Payne	allow	20 "

The first prize to go to the leading boat and
the second to the first boat of another class.

THE PLAGUE ROLL.

ONE EUROPEAN DEAD.

The year's plague cases now total 138, the
number having been added to by ten which were
reported yesterday. Of these, one was that of
an Englishman on board the steamer *Hyades*,
lying in Kowloon Dock, which proved fatal,
according to the return furnished us by
the Sanitary authorities.

The remaining nine cases were made up of
one Indian and eight Chinese. Three of the
bodies were found in the street, that of the
Indian was taken from a house in Peel Street,
and the other came from various districts in
the City and the harbour.

The following Government Notification was
published yesterday—Notice is hereby given
that the Superintendent of Customs and the
Dykes of the Consular Body have declared the
Port of Hongkong to be infected. All vessels
arriving therefrom are to abide by and be
governed by the revised Sanitary Regulations
for the Ports of Shanghai and Woosung.

CORRESPONDENCE.

PHILANTHROPY UNLIMITED.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 1st April.

Sir,—The spirit of philanthropy is a great
factor in Eastern life, and although generally
among Westerners has now become proverbial,
it is interesting, not to say startling, to realise
that even limited companies are becoming in-
fected, and that moneys invested for the sordid
purposes of gain are now being absorbed to
assist our native friends to tide over the
difficulties of household worries. At least so
we are led to assume from the remarks of the
Chairman at a recent meeting of Humphreys
Estate and Finance Co. Ltd. He is reported to
have said that the first premiums now charged
are equivalent to two months' gross rentals.
That is to say a house worth \$2,000 secures
for his Company less than \$16 a month rent.
Lucky Chinaman! Unlucky shareholders! Yet
I should like to know where these houses are
to be found and most ventures to suggest that
the Chairman's arithmetic is no sounder than
his arguments, and that unless the cobbler
sticks to his last, Reserves will most probably
become Deficits—an experience not altogether
new in the history of limited companies who
take upon their own shoulders the responsi-
bilities of others.—Yours, etc.,

GENEROUS.

ROBBERIES IN THE COLONY.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 1st April.

Sir,—With reference to the letter of Mr.
Humphreys in your issue to-day, I would
strongly endorse the suggestion to make it
punishable for Chinese to stand by and see
evil committed without raising a finger to
catch the evil doer.

I was returning from West Point in a ricksha
late yesterday and near Bonham Street I observed
a flock of policemen chasing a Chinese coolie over
a lot of builders and stone near where building
operations are in progress. Dozens of Chin-
amen stood by evidently enjoying the fun, but
not one would render assistance. It was a very
easy matter for me to stop my ricksha, take up
a strategic position, and collar the coolie as he
ran into my arms. But why should it not be
legal to have taken into custody a half dozen
of these who stood by laughing at the Sikh, as
he chased his man, and teach them their duty?
—Yours, etc.,

A. M.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 1st April.

Sir,—With reference to your leading article
on the 31st March commencing with the police
returns, and especially the increase in the cases
of robberies in which the thieves have not been
arrested, and in further corroboration of the
statements made in Mr. Henry Humphreys's
letter published in your to-day's issue complain-
ing about the alarming increase of burglaries
and street robberies in the colony, permit me to
state that my house No. 37, corner of Des Vaux
Road and Douglas Street, has been twice
visited by burglars during the last month, and
five robberies have been committed in houses
in the immediate neighbourhood without the
outlets being brought to book in any single
case. I have escaped uninjured in both the
cases by sheer good luck, as on both occasions the
doors of my office on the first floor of the
premises were so securely closed that the noise
made to force one of them open woke up one of
my men sleeping in the office; but before he
could open the door and rush out, the thief slipped
down the rain water pipe, by which he had
climbed up, and escaped. On the second occa-
sion, the thief or thieves again climbed up the
same rain water pipe in Douglas Street, and
crossing the side verandah on to the stone
verandah facing Des Vaux Road entered the
neighbouring house No. 35, occupied by Kwong
Cheng, tailors, and walked away with a rich
harvest in the shape of pieces of serge, daniels,
and Spanish stripes which had been hung on the
verandah to dry, the aggregate value being about
\$100. The foot-prints of the thief or thieves
could be clearly seen on the cemented floor of
my verandah and also on the stone parapet, the
night being wet and muddy. They were pointed
out to a Chinese detective sergeant who came
to investigate the matter.

A week later, the shop No. 39, immediately
next to mine and occupied by Messrs. Ritchie
& Co., was broken into and robbed, the daring
members of this enterprising fraternity taking
away with them jewellery, brass and iron ware,
perfumery, and tobacco pipes of the approximate
value of \$300. The house behind mine, No. 23,
facing the Douglas wharf, was twice visited
by thieves, who are supposed to have climbed
up the rain water pipe in Douglas Street, the
occupiers' loss amounting to about \$100. To
cap it all, the occupier of the house next to
Messrs. Ritchie & Co. lost last week some silk
clothes that were put out to dry, and so far as I
am aware, the culprit or culprits in all these
cases still remain at large, no doubt to ply their
sneaking trade in other directions.

It is high time our police woke up to a sense
of the duty they owe to the public, and concerted
such drastic measures as will afford the law-
abiding citizens proper protection against such
raids.

I may further suggest that a lamp post be
placed in the middle of Douglas Street which
is at present enveloped in complete darkness, and
which, as well as the lane at the back of our
houses, affords a safe harbour of refuge to these
undesirable visitors.—I am, etc.,

D. S. DUFF BURJOR.

HONGKONG COLONIAL CHURCH
COUNCIL.

An important meeting was held at St. Paul's
College on Tuesday afternoon, at the invitation
of the Bishop of Victoria, to consider the
promotion and extension of the work of the
Anglican Church in the Colony. The Bishop
opened the meeting, and there were present the Ven.
Archdeacon Baskerville, Rev. E. J. Hardy, C.F.,
F. T. Johnson, F. Lecky, E. M. Wright,
W. J. Southern, W. F. Knox, H. Barnett,
and G. A. Rumbury, the Hon. H. May,
C.M.G., and R. Murray Ramsey, E.N. Com-
modore, Robinson, Colonel Birdwood, Major
Benson, A.R.D., and Messrs. Armstrong, Beck,
Boyer, Craig, Lindsay, Grant, Li Wei Ching,
Nicholls, Flory, Stringer, Tarrant and Wong
Man Lam. Dr. Atkinson sent a note of apology
for absence.

After prayer and the election of a Secretary,
the Bishop expressed his thanks to those present
for their attendance there and proceeded to
explain the object of the meeting. There were
in the Colony several congregations and centres
of Church work—the Cathedral, the Navy, the
Army, the Seamen's Mission (St. Peter's) and
the Chinese Branch of the Anglican
Church. These were independent in their
executive and to some extent overlapped each
other. Owing to the long distances and the
variety of languages spoken in the Diocese it
was at present impossible to hold a Diocesan
Synod, but a Colonial Church Council,
with powers of deliberation rather than
executive, would be of considerable
value in unifying the work of the Church
generally. Such a council would not
and could not affect the executive authorities
of the various units, each as before would
preserve its independence, but they would
become united rather than remain as isolated
units. The Bishop then gave instances where
by means of a common body, the various units
would be brought into touch and mutual assis-
tance be obtained.

After considerable discussion, which showed a
general unanimity as regards the principle of
the scheme, and some divergence as regards
details, the following resolutions were put to
the meeting and carried unanimously.

1. "That with a view to the promotion and
extension of Church work in Hongkong, it is
desirable that a Colonial Church Council should
be formed which shall be representative of all
sections of the Anglican Communion in the
Colony, Naval, Military and Civil, European
and Chinese."

2. "That the said Colonial Church Council
shall consist of—

- (a) the Bishop of Victoria, who shall be
ex-officio Chairman;
- (b) the Archbishop of Hongkong, who
shall be ex-officio Vice-Chairman;
- (c) All clergymen who are working under
his authority in the Colony;
- (d) A number of elected lay representatives
of various sections and congregations,
elected for the present as follows:—the
Cathedral, six, and the Navy, Army, St.
Peter's and the Chinese Native Church,
three each.

3. "That each clergyman arrange with his
own congregation or congregations the method
of election."

4. "That the Council shall hereafter have
power to develop and modify its own constitu-
tion."

5. "The congregations be asked to send in the
names of their representatives not later than
June 1st."

The meeting concluded with a warm expres-
sion of thanks from the Bishop to those who
were present.

RICE-CROP PROSPECTS IN
RANGOON.

The following are the remarks by the District
Officers regarding the area under cultivation,
weather and crop prospects on the 23rd February
1903. In the fourteen chief rice-producing
districts of Lower Burma—in Ayak grain is
thriving out light and some estimate is unal-
tered. In Bakhawaddy the area under paddy
is now found to be somewhat less than last
month's estimate; the area rate is also reduced.
In Pegu the area estimate may be slightly too
low in these townships. In Prome the area
estimate for the current year has been raised;
the prospect of crop for the year is a poor one
on account of scanty and untimely rainfall.
In Thongwa no important variations are
reported. In Hanada the fall of the "cut-
ture" below normal is due to floods and to
want of later rains; in some parts grain
thriving out light. In Myingmya grain is
thriving out light. In Amherst the increase
in fallow is due to better registration. In
Tavoy threshing and winnowing are com-
pleted. In Toungoo the area under crop
and fallow area are upon further revision
found to be more than the areas reported last
month; agricultural operations have practically
ceased. The summary is as follows:—The area
estimated to have been cultivated with rice in
the 14 districts is now reported as 8,580,705
acres, an increase of only 22.6 acres over the
area reported last year. In Bakhawaddy and
Pegu both the area and the area estimates
have been reduced since last month, and there
is a very marked decrease in area in Bassein.
The area estimate has been reduced in Hanada.
Elsewhere the variations are less important.
The increase in the fallow area is large in
Bassein, Maungmya, Pegu, Bakhawaddy and
Amherst. With the high prices now prevail-
ing, although the estimated output shows a
slight decrease, there is no sufficient reason for
altering the estimate of the amount available
for export.—Rangoon Gazette.

THE "TIMES" AND SIR CYPRIAN BRIDGE.

The following article appears in the Times of February 19th—

Towards the close of last year a very instructive paper on "The Supply and Demand of the Fleet" was read at the Hongkong United Service Institution by Vice-Admiral Sir Cyprian Bridge, the present Commander-in-Chief of the China Station. Although the paper is in no sense official, it may be regarded as the Commander-in-Chief's "apologia" for the advice he is known to have tendered to the Admiralty last year to the effect that Weihaiwei should no longer be regarded as a secondary base for the supply of stores, ammunition, and coal to British warships in the northern waters of China. Sir Cyprian Bridge is entitled to speak on such a subject with the high authority which belongs to intimate local knowledge, to wide naval experience, and to a strategic insight and historic grasp which place him in the very front rank of living writers on the teachings of naval history, and the principles of naval strategy. He was for several years Director of Naval Intelligence, an office which placed him at the head of what is, so far as it can be with its present meagre organisation, the thinking department of the Navy. He is a man of wide literary and professional culture, he writes with rare skill and he has written largely, though mainly anonymously, on those broad naval issues and topics which the late Admiral Colomb was among the first to discuss in this country, and Captain Mahon has since made his own. We said of him, not long ago, that those who are privy to the authorship of writings so long anonymous would not hesitate to reckon Sir Cyprian Bridge among the few English writers who have seen naval history in the light now revealed to all the world by Captain Mahon. For a justification of this judgment we can now point to the masterly article on "Sea Power" contributed by Admiral Bridge to the supplement to the *Encyclopædia Britannica*. In view of precedents such as these, we need offer no apology for giving to the gallant Admiral's views on "The Supply and Demand of the Fleet" a wider publicity and bespeaking for them a larger attention than was likely to be afforded by the proceedings of the Hongkong United Service Institution.

Taking a dead approximation of the strength of the British Squadron now in Chinese waters, Sir Cyprian Bridge first estimates the amount of the supplies it requires to receive within a given period in time of peace, promising that the difference in the supply of a given naval force in war and in peace is principally that in the former the requirements of nearly everything except provisions will be greater; and consequently that the articles must be forwarded in larger quantities or at shorter intervals than in peace time. The figures obtained are not a little significant. The assumption is that the number of men to be supplied is about 10,000, that the number of days during which each ship is under way and therefore burning coal is a much more rapid rate than when she is stationary, is not in time of peace, more than six or seven in the month, and that the quarterly expenditure of ammunition is constant. "On this assumption it is found that the tonnage requirements of the squadron and its auxiliaries for a full six months period would be about 74,000 without fresh water. As, however, the ships would have started with full stores, holds, and bunkers, and may be expected to return to the principal base port of the station at the end of the period, stores for four-and-a-half months and coals to meet twenty weeks' consumption would be sufficient. These would be about 6,750 tons of stores and ammunition, and 46,000 tons of coal. This is "without fresh water," however, "a commodity which ships have never been able to do without, and which they need now in higher proportion than ever." Sir Cyprian Bridge computes that the requirements of the squadron would be little less than 30,000 tons in six months, of which the ships, without adding very inconsiderably to their coal consumption, could displace one-half, but the remaining 15,000 tons would have to be brought to them and another 1,000 tons would probably be wanted by the auxiliaries, making the full six months' demand up to 16,000 tons. Of course these totals would have to be very largely increased in time of war, the only constant amount being food and other organic stores, while the normal supply of water might possibly be reduced at a pinch. As for coal, calculations founded on the experience of manœuvres show that in war time ships would require nearly three times the quantity used in peace. As for ammunition, "An arm was at war a single action might cause us to expend in a few hours as much as half a dozen quarterly peace allowances." The six months' peace allowance of "ordnance stores and ammunition" is put at 1,140 tons. Perhaps if we multiplied it by ten we should be below the mark for the requirements of war.

Now it stands to reason that this quantity of supplies cannot be kept permanently in store at a base, whether "secondary" or even principal. Coal deteriorates rapidly in store, and its quantity available for efficient steaming diminishes greatly through frequent handling and transfers. "If any one doubts this deterioration it would be well for him to examine reports on coal and steam trials. He will be unusually fortunate if he finds so small a deterioration as 10 per cent." It follows inexorably that the base itself must be supplied by a constant stream of maritime communication. The line of this communication must be defended at all hazards if the squadron is to operate at all in the waters adjacent to the base, and this being so, it is not necessarily more difficult and might be much more convenient to defend an alternative line of communication leading direct to a "flying base,"

neither permanent nor designated beforehand, but selected for the occasion according to the exigencies of the strategic situation, and capable of being shifted at will in response to any change in these exigencies. History tells us that this has been the normal procedure in times past and even in the present day. "The fleet which assumes the offensive—as every British fleet must—has to establish what are sometimes called 'flying bases' to which it can resort at will. This explains why Nelson rarely used Gibraltar as a base; why we occupied Balaklava in 1854; and why the Americans used Guantanamo Bay in 1898." Following in this respect the precedent set as long ago as 1641 by Vernon, who called the place Waltham Bay and even renamed it Cumberland Harbour. There is always a danger that the pre-established base may prove to be in the wrong place; indeed it is pretty certain to be in the wrong place if the enemy knows his business—for as Sir Cyprian Bridge's daily says: "It is not a bad rule when going to war to give your enemy credit for a certain amount of good sense. Our enemy's good sense is likely to lead him to do exactly what we wish him not to do and not to do that which we wish him to do." If we have pre-estimated permanent bases in time of peace, the enemy will know their whereabouts as well as we do ourselves, and, unless he is, he will try to make us derive as little benefit from them as possible. The "flying base," on the other hand, is from the nature of the case either exactly in the right place or as near to it as may be. As these views appear to have prevailed with the Admiralty, at least so far as Weihaiwei is concerned, it is perhaps needless to enlarge upon them further. But the final lesson deduced by Sir Cyprian Bridge from his argument is both highly important in itself and capable of a general application. It is that the system of supply to be adopted in war should be practised in quiet years. "Surely no one will care to deny that the fleet which has practised in quiet years the system that must be followed in war will start with a great advantage on its side when it is at last confronted with the stern realities of naval warfare."

THE HOARDED WEALTH OF INDIA.

The *Times of India* writes:—In the speech which Lord Curzon delivered recently at the Bengal Chamber of Commerce, he said he had seen calculations to the effect that the hoarded wealth of this country amounted to over 825 crores of rupees. "Whether these figures are correct or not," added Lord Curzon, "they represent an approximation to the truth." We do not know where His Excellency took his figures from. One of the most recent references to the subject we have come across is in the paper on "Silver Prices in India" by Mr. Fred J. Atkinson, which was printed in one of the numbers of the *Journal of the Statistical Society* for 1897. In that paper Mr. Atkinson carefully worked out from the recorded figures of imports and exports an estimate of the amount of hoarded wealth in India from 1835 to 1895. In summarising the results, he wrote:—"It is, however, certain that the popular idea is a very exaggerated form of the truth, and the enormous hoards that are said to exist are very frequently, as has often been proved, mere efforts of the imagination." Mr. Atkinson summed up his conclusions thus:—"It is possible that the wealthier natives hoard to some extent in gold, as there was a net import of Rs. 145,499,613 of that metal between 1835 and 1892, and it seems impossible that the whole of this could have been turned into ornaments. The estimate of silver hoards entered in the statements gives a total of 500 crores of rupees, and this probably represents the very maximum." As regards the hidden wealth of India before that period, we have only even vaguer conjectures. Mr. Clement Daniell, of the Bengal Civil Service, brought together in an interesting little book entitled "The Gold Treasure of India" all the available material, historical and statistical, available on the point, and arrived at the estimate that the stock of gold which has been under process of accumulation in India during more than twenty-five centuries considerably exceeded 200 crores of rupees in value. Two things have to be borne in mind with reference to Mr. Daniell's figures. On the one hand they do not include the value of the silver treasure in the country, while, on the other, it ignores the distinction made by Mr. Daniell between hoarded wealth and the precious metals used up in jewellery. The amount of silver imported into the East during the three centuries commencing with the middle of the sixteenth century was estimated by Del Mar at £440,000,000. How much of this went to India, and what the previous stock of silver in the country was, we have at present no means of knowing. If we add Mr. Daniell's estimate of 100 crores of rupees worth of gold (including jewellery) at the beginning of the nineteenth century with the 25 crores of silver and gold (excluding jewellery) since the commencement of that century, we get a total of 225 crores, which is 600 crores less than the estimate accepted by the Viceroy as approximately correct. If, on the principle adopted above, we deduct one-half of the total value of gold in the country at the beginning of the century for ornaments, the amount is reduced to 175 crores, to which has to be added the amount of silver in the country at the beginning of the last century. As we have said above, we have no means of even roughly conjecturing what this might have been, but everything considered, and having regard to Mr. Atkinson's warning against popular exaggeration on the subject, we think it would be a safe estimate to take the gold and silver hoarded in India at the present time at about 500 crores of rupees.

MISCELLANEOUS NOTES AND NEWS.

SITUATION THEN AND NOW.
The remarkable progress which has been made in respect of the cleansing of cities during the last century may be understood when it is stated that a hundred years ago the cleansing staff of the city of Glasgow consisted of twelve policemen, who left their beats for four hours per week in order to sweep the streets. At the present time the staff number 1,350, and over 300 horses are employed, while last year the quantity of material dealt with was about 400,000 tons, giving a daily average of 1,250 tons.

THE AMERICAN LOVE OF TITLES.

Mrs. G. Cornwallis West (Lady Randolph Churchill) contributes to the March number of the *Pall Mall Magazine*, a paper which will provoke considerable discussion at home and in America. "Americans," she says, "are often credited with loving titles. In a sense the criticism is true, but only inasmuch as, striving always to have the best of everything including society, they make the mistake of thinking that the aristocracy of a country must represent the most cultured and refined of its inhabitants. There are some who do not discriminate, and who are dazzled by a high-sounding title whatever the origin and whatever the bearer may be; but this is not an American monopoly."

A FIVE-YEAR OLD CHESS CHAMPION.

A wonderful story is related by the Vienna correspondent of the *Daily Mail*. It seems that five years ago Bernard Falk, the apothecary of Stanislau, a village in Galicia, became the father of a son. It was the father's wont to play chess daily at home with old friends, and as soon as the little boy, who had been christened Dolo, could walk he used to sit on his father's knee watching the game. At four little Dolo knew all the moves as well as his father, and one day he was allowed to play a game unassisted. The child played and lost, but in such a manner as to show that his infant brain had already grasped the rudiments of the game. Day by day Dolo improved, beating not only his father and his friends, but also veterans of the game from far and near, until the five-year-old child is acknowledged the chess champion of the neighbourhood.

JEWS AS BUSINESS MEN.

Are Jews more successful than Gentiles in business? The general opinion is that they are. But Mr. Israel Zangwill, the well-known novelist, thinks otherwise. Asked his opinion as to the Jewish commercial position in Great Britain and throughout the world, he gives his reply in the *March Magazine of Commerce*. In the course of which he says:—"If the truth be told, the commercial position of the Jews is at best no better than their social position, which is, very bad indeed. The Jews, as a race, may be judged by the standard of a small successful minority. As well say that every American is a millionaire because Pierpont Morgan, Rockefeller and Andrew Carnegie are American citizens. For many years the Jews gave the world some of its leading financiers. To-day the world's wealthiest men are Gentiles, though now as always the poorest people in the world are the Jews. The present Lord Mayor of London is both a Jew and a successful business man, but that fact doesn't justify the belief that all Jews succeed in commerce."

LONDON FOGS.

About a year ago the London County Council decided to concur in a suggestion which had been put forward by the Meteorological Council, that it should assist in the initiation of a special inquiry into the conditions associated with the development and distribution of fog in London and its vicinity, and authorised an expenditure of £250 for the purpose, on the condition that all responsibility for the conduct of the investigation should rest with the Meteorological Council. The object of the inquiry was to obtain more definite forecasts or warnings of the approach of fog. A report has now been received by the Council, from the secretary of the Meteorological Council, on the results of an inquiry into the matter extending over nearly five months. The inquiry was carried out under the direction of Captain Carpenter, R.N. From a summary of the report it appears that there is no evidence of any special connexion between the frequency or intensity of fogs and geological conditions, nor does the locality of beginning of fog depend upon geological formation. The well-known circumstance that elevated stations are freer from fog than other stations is confirmed. The beginning of a fog seems to be a general process depending upon general atmospheric conditions. The actual locality of fog at any particular time seems to depend upon local atmospheric conditions, which require further investigation. There is no evidence tending to show that fogs are formed outside and invade or lift into London. The meteorological conditions for the formation of fog are carefully set out. Captain Carpenter says that a regular system of observations of temperature might indicate the possibility of local forecasting of fogs, especially if these were made in the early hours of the morning. The Meteorological Council ask that the London County Council will provide a further £200 to cover the cost of the special reading of barometers or other instruments; but the General Purposes Committee, in reporting upon the matter, state that they do not see their way to recommending the Council to incur any further expenditure for the purpose.

THE EGYPTIAN BUDGET.

The Egyptian Government accounts for the year 1902 have just been closed. They show that the receipts amounted to £2,412,143,656, and the expenses to £2,411,425,322, leaving a surplus of £718,334. Besides this surplus, there appears on the expenditure side of the accounts a surplus of the Caisse of the Public Debt amounting to £1,061,111, which is paid to the general reserve fund, and also Conversion economies to the amount of £265,937. The real surplus of receipts over expenditure therefore exceeds £2,000,000.

SYMPATHETIC CONTACT.

The experience of sharing the guard's run with twenty-two workmen, owing to the overcrowding of trains, which befell Lord Addington and Mr. D. J. Morgan, M.P., recently on their way to a meeting at Walthamstow, recalls, says a London contemporary, an adventure of a well-known bishop who was anxious to gain an insight into the tastes and manners of the working-classes in London. He travelled one morning by one of the workmen's trains on the Underground Railway, and was much struck with the potency of several expressions which he was compelled to listen to. He ventured to ask how they came to learn such language. "Learn it, yer reverence!" came the reply; "yer can't learn it. It's a gift!"

DOCTORED WHISKY.

The *Lancet* discusses substitution in the spirit trade, and points out that, rightly or wrongly, the medical profession is generally credited with having brought whisky into favour for medicinal use at the time brandy fell into disrepute owing to the failures of the Charente vineyards in the "seventies," while about the same time suspicion fell upon the nature of some of the wines imported into England. It would seem clear, therefore, that in recommending the use of whisky for a specific purpose medical men could have had no other spirit in view but that made entirely from malt and matured by storage, for at that time the addition of grain spirit was not practised. As to the relative merits of these two forms of spirits, the journal believes that a young raw malt whisky will create more physiological mischief than will raw grain spirit, but a well-matured all-malt spirit is undoubtedly more wholesome and less harmful than either.

LIVERPOOL AND BOOTLE.

Liverpool, which is endeavouring to swallow Bootle, is an instance (says the *Chronicle*) of how rapidly a town can grow into importance. Although Henry II. made it a port, a considerable period elapsed before the place grew into notice. Fuller does not even mention it. In the reign of William III. Liverpool was but a townelet, and until 1699 it was a chapel of ease to Walton, which was two miles distant. On a petition from the inhabitants, William III. raised the place to the dignity of a parish. In 1712 Liverpool started its first newspaper, the *Liverpool Courier*, which appeared twice a week. The smallness of the sea traffic is shown in one of its early numbers, which, containing three days' news, gives news that "one ship has arrived," and of another "outward bound for Dublin." But with the institution of a newspaper the town grew rapidly, an inquiry was made for a dock, and sixteen years later than the starting of its newspaper we read that 120 vessels belonged to the port of Liverpool. But the growth of the place, is, perhaps, more forcibly conveyed to the mind by the fact that the income of the estates of the corporation was less than £20 at the beginning of the eighteenth century, while now it reaches £130,000. But even the growth of Liverpool is not more startling than that of Bootle, which refuses to be merged in Liverpool. Mr. Gladstone, in a speech at Liverpool in December 1892, said that he remembered wild roses growing in what was then the centre of Bootle.

BOATS AND SCULLS.

Under the auspices of the Thames Boating Trades Association an attractive exhibition was held during the first fortnight of March in the Duval and Princes' Parks, at Earl's Court. The exhibits were very interesting, and afforded the amateur an idea of the amount of money that is expended annually in boats for use on the Thames. The feature of the display, however, was the number of motor launches, and it was to this that Sir Frederick Dixon-Maitland, the chairman of the Thames Conservancy Board, specially referred when he informally opened the show in the presence of a distinguished gathering, which included Mr. Hanbury, M.P., Viscount Hayashi (Japanese Ambassador), Mr. W. H. Grenfell, M.P., and Alderman John H. H. Salter. Describing the exhibition, a London contemporary says:—

A motor launch 20 ft in length is shown by a Portsmouth firm. This, fitted with a three-horse-power motor, is priced at £185; with a four and a half motor the cost rises to £210. "The simplest launch in the world" is the description of another craft, which, with its luxurious fittings is on sale for £700. In the matter of novelties there is nothing particularly striking, but this is not surprising remembering the high standard of perfection to which the leading boat builders on the Thames have attained. Attention, however, may be directed to one exhibit, which proves the advance made in small manufacture. A racing scull in 1747 weighed 64 lb.; that used nowadays weighs 44 lb. The Patney firm showing these specimens also gives the amateur a practical proof of the labour involved in making an ordinary scull. It goes through seven stages before it is ready for use, and while at the outset the wood weighs 35 lb., when it is finished it scales only 84 lb. Another firm shows how a "tab" is constructed, the work being conducted in view of the visitors.

PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS.

EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & CO.,

17A, QUEEN'S ROAD, HONGKONG.

[39]

COMPETITION AMONG INSURANCE BROKERS.

The *Times* correspondent, who contributes the daily notes on Lloyds and Marine Insurance Companies, wrote on February 28th—

I have reason to believe that a dangerous form of competition between insurance brokers—common enough in America, but, happily, rare in this country—is gaining ground just now, and that the consequence may seriously affect the whole market. In order to secure clients among shipowners and merchants, brokers have in some cases made contracts at lower rates than those at which business can be done in the market. When a contract of this kind comes to be executed, brokers have to place the whole or part with the underwriting "names" which they control—there is no fixed distinction between brokers and underwriters as there is on the Stock Exchange between brokers and jobbers—or they have to do the business in the market and meet any loss on the rates themselves, or they delay completion in the hope that the market will fall to the point at which they can fulfil their contracts without loss. All these three courses are full of danger. If the brokers' "names" are saddled with larger lines of insurance at inadequate premiums than they can safely carry, there is a risk of a smash such as was witnessed in Glasgow some years since. The failures in that instance were so large that the Glasgow market was shaken to its foundations and has hardly recovered since. A very strong firm might continue for a time the second course of effecting insurances in the market and of making up any deficiency in premiums, but even the strongest firm could not for long do a costing business. An example of the third course—namely, of delaying completion in the hope of a fall in rates, occurred not long since, and the shipowners and merchants who suddenly discovered that they were uninsured had hurriedly to get the business done at a loss. No system of this kind—fundamentally unsound as it is—could exist at all if shipowners and other large assuring firms were careful to examine their insurance documents at short intervals and see that their business had really been done at the rates in their contracts. The remedy for a state of things which may bring serious losses upon them as well as upon the insurance market is in their hands. They have, in the first place, to regard with suspicion those who promise them excessively cheap insurance; and, in the second place, if they do make contracts, to see that they are properly executed and that the insurances have been placed in responsible quarters and not concentrated on a few "names." There are few things less worth buying than "cheap" insurance which, at a pinch, offers no adequate protection.

THE NATIVE LABOUR PROBLEM IN SOUTH AFRICA.

At the annual meeting of the Meyer and Charlton Gold Mining Company at Johannesburg on February 27th, Mr. George Albu, the chairman, dealt at great length with the native labour question. He said that it was not a question of procuring a few thousand additional natives, but that within the next few years, if the industry was to progress with the rapidity that recent developments justified, 200,000 unskilled labourers would be required. As natives rarely contracted for more than a year this would entail a continuous supply of 20,000 natives monthly.

When they remembered the labour and time involved in bringing to South Africa 200,000 British soldiers who were to be had for the asking, they must appreciate the enormous difficulty of the labour problem. He believed that by a great exercise of patience they could eventually obtain 100,000 natives. He was still optimistic regarding the efforts being made by offering higher wages, but should every expedient fail, the only alternative would be Chinese labour. He suggested importing 10,000 Chinese labourers as an experiment on the deep levels. He believed that the fears expressed of the Asiatics overrunning the country were exaggerated. He would support the severest restrictive regulations.

Continuing, Mr. Albu denied the allegations made in the *London Press* of the mineowners being slave drivers, and he affirmed that the food and pay given to the natives rendered their condition infinitely better than that of the London poor. It was impossible to employ poor whites in great numbers owing to the inflated prices of food stuffs, and it was also useless to settle white men on the land for promoting agriculture if labour could not be obtained to till the soil. Consequently, the scarcity of native labour was affecting the whole progress of South Africa.

LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Shanghai* left Singapore for this port on the 31st ult., at 10 a.m. The steamer *Catherine* Ager, from Calcutta, left Singapore for this port on Tuesday afternoon. The "Mogul" Line steamer *Sikh* left Singapore for this port on the morning of the 31st ult., and may be expected here about the 5th inst. The B.I.N. Co.'s steamer *Iris*, from Bangkok and the Straits, left Singapore for this port on the 31st ult., at 3 p.m. The P. & A. steamer *Indravelli*, from Portland (Or.), arrived at Yokohama yesterday morning, and may be expected here on the 12th inst.

IF YOU REQUIRE BOTTLED ALES, BEERS AND STOUTS, BUY THE BEST

Ind. Coops & Co's	For 8 Doz. Pts.	Doz.
Base, Light Gravity	18.00	4.75
Base, Light Gravity	21.00	2.85
Base, Boar's Head	22.00	5.50
Do.	27.00	3.40
Dortmund, Pilsener	18.00	4.50
Do.	18.00	5.00
El Capitan	16.50	4.15
Do.	16.50	2.75
Jubilee	16.50	4.15
Do.	16.50	2.75
Munich, Dark	17.00	4.25
Do.	17.00	2.85
Blatz, American	28.00	4.70
Do.	28.00	2.90
Yebisu, Japanese	16.00	2.10
Light	17.00	2.20
Yebisu, Japanese	17.00	2.20

STOUT.

Ind. Coops & Co's	For 8 Doz. Pts.	Doz.
Guinness, Boar's Head	20.00	5.00
Guinness, Boar's Head	25.00	3.15

H. PRICE & CO.

12, QUEEN'S ROAD. [41]

FOR SALE.

ONE NEW EDISON (LATEST No. 7) OSCILLATING MIMOGRAPH, with ACCESSORIES. Apply to—THE ROBINSON PIANO CO., LD. Hongkong, 4th February, 1903. [42]

AUTOMATIC MAUSER PISTOLS.

JALIBEE 7.63 mm. With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS. SIEMSEN & CO. Hongkong 3rd October, 1900. [66]

E. J. REMEDIOS, FOREIGN AND COLONIAL STAMP DEALER, No. 39, WYNDHAM STREET, HONGKONG. Will be glad to send STAMPS on application to any address on receipt of satisfactory references. Also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED. 15 to 25 per cent. Discount Allowed. [3192]

CHEONG SHING, GENERAL EXPORTERS.

DEALERS IN JEWELLERY, DIAMONDS, PEARLS, PRECIOUS STONES, SILKS, IVORY, WARE, EMBROIDERIES AND CHINESE CURIOS. Wholesale and Retail. Prices very moderate. No. 39, QUEEN'S ROAD CENTRAL (Opposite Messrs. C. J. GATTF & Co.). Hongkong, 18th February, 1903. [539]

NOW ON SALE, THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c., WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY.

THE HONGKONG DIRECTORY AND HONG LEE THE FAR EAST FOR 1903. THE FORTY-FIRST ANNUAL ISSUE. The CHRONICLE and DIRECTORY, although printed in smaller type than formerly, and contained in every possible manner, contains every year new maps. Royal Octavo—Complete with Fourteen Maps and Plans, pp. 1,574, \$9.00. Directory only pp. 1,172, \$5.00. JUST PUBLISHED—2ND (REVISED) EDITION.

THE FRENCH IN TONKIN AND SOUTH CHINA. By ALFRED CUNNINGHAM. Sixty Illustrations and One Map. Price \$3.

ON SALE AT LOCAL BOOKSELLERS.

PREES NOTICES. "This volume places before the English reader the best description of the Southern French colonies in the Far East that has yet appeared."—*SHANGHAI*. "Many of us in the Far East have read books on Tonkin, ancient and modern, but a knowledge of things as they are there to-day, of what has been accomplished under M. Doumer's administration is far from common. The author has written what he set out to do, a very readable and accurate sketch of the colony as it is at present. Altogether, this is a book to read."—*BANGKOK TIMES*.

THE BOOK WILL BE FOUND TO BE A COMPLETE GUIDE TO THE HANGI EXPOSITION. Hongkong, 17th October, 1902. [2776]

NOTICE TO SUBSCRIBERS.

I BEG to notify that on and after the 1st JANUARY, 1903, the SUBSCRIPTION to the "HONGKONG DAILY PRESS" will be as follows:—PER QUARTER.....\$9 PER MONTH.....\$3 ALFRED CUNNINGHAM, Manager. Hongkong, 8th December, 1902. [3802]

NEW ADVERTISEMENTS

WANTED.

BOILER AND ENGINE about 20 H.P. for Manufacturing, must be in First-class Condition. Address by letter to "GERMANIA," Care of Daily Press Office, Hongkong, 2nd April, 1903. [1045]

WANTED 6 or 7 ROOMED HOUSE, Furnished preferred, on or before April 10th. Address with terms and full particulars—
MANILA, Care of Daily Press Office, Hongkong, 2nd April, 1903. [1047]

TO LET.

"WESTBOURNE VILLA," NORTH BOWMAN ROAD. "THE EYRIE" PEAK FURNISHED. No. 1, CAMERON VILLAS, MOUNT KELLET. Nos. 3, 11, 15 & 18, BELLIOS TERRACE, "BISNEE VILLA," POKYUW ROAD, Land on sea front Kowloon Marine Lot No. 6, and admirably suited for the storage of coal. For terms and particulars, apply to—
LINSTEAD & DAVIS, Hongkong, 2nd April, 1903. [1046]

TENDERS are invited by the Harbour Master at Hongkong for the construction of a Steam Launch complete in all respects with Cabin in fore part, crews quarters in after part, and small shelter house at after end of Cabin skylight. Speed on trial not less than 10 knots. Cost delivered at Weihaiwei not to exceed £1,500. Tenders with specifications, drawings and time required for completing will be received until April 30th, 1903. Addressed: "TENDER, WEIHAIWEI LAUNCH," THE HARBOUR MASTER, Hongkong, Hongkong, 2nd April, 1903. [1050]

FOR SALE.

To settle up late owner's estate.

THE British Composite Barque

"LUCIA," 640 Tons Reg., 1050 Tons D. W. new lying in Hongkong Harbour and open for inspection. Vessel has just undergone annual overhaul, and is ready for sea. For Further Particulars, apply to—
Captain A. R. ANDERSEN, on board; or
WM. DUNBAR, Agent, 12, Beaconsfield Arcade, Hongkong, 2nd April, 1903. [1044]

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

SUBSCRIBERS are hereby notified that all Telephone Rentals and other Subscriptions, as at present payable to this Company, will be increased by 25 per cent. as from the first day of July, 1903.

W. STUART HARRISON, Manager, Hongkong, 2nd April, 1903. [1043]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, for account of the concerned, on **SATURDAY,** the 4th APRIL, 1903, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Vaux Road, Corner of Ice House Street, A Fine and Choice Collection of **JAPANESE CURIOS,**

SILK EMBROIDERED SCREENS, GOLD AND BLACK LACQUERED WARE, OLD SATSUMA VASES, BOWLS, AND PLATES, IVORY INLAID PANELS, CABINETS, KAKEMONOS, CLOISONNE WARE, IVORY CARVINGS, OLD BRONZES, TEA SETS, JAPANESE PICTURES AND OIL PAINTINGS, &c., &c.

2 POSTAGE STAMP ALBUMS with about 1,600 ASSORTED STAMPS each. Terms:—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 2nd April, 1903. [1048]

PUBLIC AUCTION.

MESSES. HUGHES & HOUGH have received instructions to Sell by Public Auction, on **WEDNESDAY,** the 15th APRIL, 1903, at the OFFICES in Ice House Street, at 3 P.M.

THE VALUABLE LEASEHOLD PROPERTY, known and registered in the Land Office as SECTIONS D & E AND THE REMAINING PORTION OF INLAND LOT NO. 704.

with the premises on the said Remaining Portion of Inland Lot No. 704, now known as FERNIDE, Robinson Road.

The property will be sold in 3 lots particulars whereof are as follows:—
Lot No. 1. The Remaining Portion of Inland Lot No. 704 with the premises thereon now known as FERNIDE, Robinson Road. With and subject to certain rights of way. Crown Lease term: 99 years. Area: 14,985 square feet; Crown rent of whole Lot: \$38. Proportion of Crown rent: \$10.08.

Lot No. 2. Section D of Inland Lot No. 704. With a certain right of way. Area: 7,920 square feet. Proportion of Crown rent: \$4.70.

Lot No. 3. Section E of Inland Lot No. 704. With a certain right of way. Area: 4,775 square feet. Proportion of Crown rent: \$4.54.

For further Particulars and Conditions of Sale apply to—
THE AUCTIONEERS, or to
Messrs. DRACON & HASTINGS, 10, Queen's Road Central, Solicitors for the Vendors, Hongkong, 2nd April, 1903. [1049]

THE HONGKONG DAIRY.

THE TOWN DEPOT was OPENED on WEDNESDAY, the 1st APRIL, G. W. GEGG, Manager, Hongkong, 1st April, 1903. [1036]

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. The Company's Steamship.

"HAILONG," Captain Gibson, will be despatched for the above ports on SATURDAY, the 4th inst., at 5 P.M. For Freight or Passage, apply to
DOUGLAS LAURENCE & CO., General Managers, Hongkong, 1st April, 1903. [1041]

FOR SINGAPORE, RANGOON AND MOULMAIN.

"FREIBURG," Captain Prosch, will be despatched for the above ports on WEDNESDAY, the 6th inst., at DAYLIGHT.

For Freight, apply to
HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, 2nd April, 1903. [1042]

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on **TO-MORROW (FRIDAY),** the 3rd APRIL, 1903, at 2.30 P.M., at his SALES ROOMS, Queen's Road, Central, The STOCK-IN-TRADE of Mr. I. NAKAZAWA'S JAPANESE CUBO SHOP, No. 11, Beaconsfield Arcade, Comprising:—

OLD AND MODERN SATSUMA, MUKUZA, KANGA AND CHOISONNE, BRONZES, LACQUERED WARE, &c., OIL PAINTED PANELS, INLAID CABINETS, &c., &c.

Catalogues will be issued. Terms of SALE:—As Customary. V. I. REMEDIOS, Auctioneer, Hongkong, 1st April, 1903. [1024]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on **SATURDAY,** the 4th APRIL, 1903, at 2.30 P.M., at his SALES ROOMS, Duddell Street, (FOR ACCOUNT OF THE CONCERNED), A QUANTITY OF **VALUABLE HOUSEHOLD FURNITURE,** Comprising:—

WARDROBES, COLETT TABLES, WASHSTANDS, BEDSTEADS, SIDEBOARD, DINING TABLE AND CHAIRS, DINNER WAGON, OVERMANTLES, BOOKCASE, TAPESTRY COVERED CHAIRS, TABLE, LACE CURTAINS, GLASS AND CROCKERY-WARE CUTLERY, &c., &c., &c.

On view from Friday, the 3rd April. Catalogues will be issued. Terms:—Cash on delivery. GEO. F. LAMMENT, Auctioneer, Hongkong, 1st April, 1903. [1005]

PUBLIC COMPANY

THE CHINA BOERNE COMPANY, LIMITED (IN LIQUIDATION).

NOTICE IS HEREBY GIVEN in pursuance of Section 130 of the Companies Ordinance 1862, that a GENERAL MEETING of the Members of the above Company will be held at No. 4, QUEEN'S BUILDINGS, Victoria, in the Colony of Hongkong, on THURSDAY, the ninth day of APRIL, 1903, at 12 o'clock Noon, for the purpose of having an account laid before them, showing the manner in which the winding-up has been conducted and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidators, and also of determining by Extraordinary Resolution how the balance of the 25,000 fully-paid-up shares of the new Company to be allotted to the shareholders of this Company being the fractional shares of such 25,000 shares, shall be dealt with and the manner in which the books, accounts and documents of the Company and of the Liquidators thereof shall be disposed of.

Dated the 6th day of March, 1903,
A. G. WOOD,
C. S. SHARP,
J. WHEELEY,
Liquidators.

Witness to the signatures of Alexander George Wood, Charles Stewart Sharp, and John Thomas Martin Whyte,
JOHN HAYS, Solicitor, Hongkong. [755]

PAINTING.

LESSONS given in PAINTING by an experienced Artist. Apply to—
X. 100, Care of Daily Press Office, Hongkong, 25th March, 1903. [959]

AN OPPORTUNITY FOR AMERICAN AND EUROPEAN ENTERPRISE IN PROGRESSIVE HONGKONG.

THE QUEEN'S HOTEL, situated at Kowloon, within a few minutes' walk of the principal landing stages of the SECOND SEAPORT IN THE WORLD, and on the Trunk Road of the Projected HONGKONG-CANTON-RAILWAY, is FOR LEASE on VERY EASY TERMS, owing to Proprietor having to leave the Colony.

The Elite Establishment, patronised by the residents of Hongkong and Kowloon, and by the Shipping Community calling at this Far Eastern entrepot of trade.

An exceptionally large and showy building, capable of extension, with large pieces of vacant land adjoining.

Bounded by main roads leading to the Docks and Warehouses.

The Establishment has been conducted as a First-Class Hotel and is a profitable investment. It is capable of still larger returns if management is taken over by person devoting exclusive attention to the business.

Inspection of Books allowed to any one making bona fide Offers for Lease, &c. For Full Particulars, apply to—
H. RUTONJEE, 17, Argyle Street, Hongkong. [951]

THE TOWN DEPOT was OPENED on WEDNESDAY, the 1st APRIL, G. W. GEGG, Manager, Hongkong, 1st April, 1903. [1036]

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TO LET

FURNISHED completely, with possession from 1st May, semi-detached, SIX-ROOMED HOUSE, No. 2, GOM-SE VILLAS, Des Vaux Road, Kowloon. Cool and breezy. Facing Kowloon Bay. May be inspected by appointment. Address—
C. R., Care of Daily Press Office, Hongkong, 25th March, 1903. [958]

TO LET.

OFFICE. Airy and Commodious, No. 3 QUEEN'S BUILDING, 3rd FLOOR. Apply—
ON THE PREMISES, Hongkong, 30th March, 1903. [987]

HOUSES at Nos. 2, 3 and 4, CHICO TERRACE, off Upper Peel Street. Each house with Five Rooms and good Servants' Quarters. Rent Moderate. Apply—
COMPRADORE, Hongkong and Shanghai Banking Corporation, Hongkong, 31st January, 1903. [387]

FROM April 1st, the GROUND FLOOR and the TOP FLOOR of No. 41, Des Vaux Road Central. Apply to—
C. S. L., Care of 81, Queen's Road Central, Hongkong, 16th March, 1903. [854]

"FERNSTOFT," UPPER RICHMOND ROAD. Apply to—
DEACON & HASTINGS, 10, Queen's Road, Hongkong, 30th October, 1902. [76]

TO LET.

TOP FLAT of "SEAVIEW," WANCHAI GAP ROAD. Cool and healthy situation. Full view of harbour. No. 6, REDNAXELA TERRACE. And others to suit various requirements. Care of the Dairy Farm Co., Ltd. Hongkong, 13th March, 1903. [735]

PRAJA EAST. Spacious Two-storied and Single-storied (Godowns). Suitable for Yarn or Cans. Also Land for Coal storage. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 31st March, 1903. [1002]

"HARTLEY," STONY BROOKE, and "INGLEWOOD," RICHMOND ROAD. Apply to—
LAU CHU PAK, Care of A. S. Watson & Co., Ltd. Hongkong, 7th March, 1903. [150]

TO LET.

"THE RETREAT," MOUNT KELLET, FLATS IN MORETON TERRACE, CAUSEWAY BAY, facing the Polo Ground. No. 1, HIFON TERRACE. GODOWNS at BOWINGTON (PRAJA EAST). HOUSES in LEIGHTON HILL ROAD. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st January, 1903. [71]

TWO SPACIOUS GODOWNS—Nos. 85 and 96, PRAJA EAST. Apply to—
H. N. MODY, Victoria, Buildings, Hongkong, 2nd December, 1902. [82]

NO. 2, MACDONNELL ROAD. No. 12, CASTLE ROAD. No. 74, CAINE ROAD (formerly No. 40). Nos. 7, 9 and 11, SEYMOUR ROAD. 1st FLOOR of No. 49, PEEL STREET. GODOWN No. 32A, PRAJA EAST. Apply to—
COMPRADORE'S DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 14th March, 1903. [844]

"TANG YUEN," BOARDING ESTABLISHMENT. European Supervision. Excellent Cuisine and Accommodation. Apply—
MANAGERESS, Macdonnell Road; or
FAIRALL & CO., Queen's Road, Hongkong, 2nd March, 1903. [681]

BOARD AND RESIDENCE. Apply to—
9, SELBORNE VILLAS, Kennedy Road, Hongkong, 14th February, 1903. [52]

"ST. GEORGE'S HOUSE," 2 & 4, KENNEDY ROAD. EXCELLENT Table. Every home comfort. Well furnished rooms facing the harbour. For terms, apply to—
Mrs. G. SACHSE, "St. George's House," Hongkong, 17th March, 1903. [682]

BOARD AND RESIDENCE. MRS. GILL ANDERSON, "GLENWOOD," 21, CAINE ROAD. Hongkong, 20th March, 1903. [915]

PRIVATE BOARD AND RESIDENCE. NOS. 12 and 14, QUEEN'S ROAD CENTRAL. Entrance by Zetland Street. Hongkong, 3rd March, 1903. [700]

BOARD AND RESIDENCE. COMFORTABLY FURNISHED ROOMS, with Bath. Apply to Mrs. MATHER, 2, Peddar's Hill, Hongkong, 1st January, 1903. [255]

GOVERNMENT NOTIFICATION. INFORMATION has been received from the MILITARY AUTHORITIES that NIGHT FIRING will take place at Stonecutters' Island from 7 P.M. to 9.30 P.M. TO-MORROW (FRIDAY), the 3rd APRIL, 1903. By Command,
F. H. MAY, Colonial Secretary. Hongkong, 1st April, 1903. [1021]

GOVERNMENT NOTIFICATION. INFORMATION has been received from the MILITARY AUTHORITIES that MACHINE GUN FIRE will be carried out against Lion Hill in the New Territory, on MONDAY, the 6th APRIL, 1903, at 9 A.M. By Command,
F. H. MAY, Colonial Secretary. Hongkong, 1st April, 1903. [1022]

NOW ON SALE. DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA FOR 1903. WITH ALPHABETICAL LIST. 88 PAGES, BOUND IN CLOTH AND LETTERED, \$1. PAPER COVER, 60 Cents. On Sale at
AMERICAN PRESBYTERIAN MISSION PRESS, Shanghai; Mr. EDWARD EVANS, Missionary Home, Shanghai; Messrs. KELLY & WALSH, Ltd., Hongkong, Shanghai and Yokohama; Messrs. W. BREWER & Co., Hongkong and Shanghai; YUEN CHONG BOOK STORE, Swatow; Messrs. A. S. WATSON & Co., Amoy; Messrs. A. S. WATSON & Co., Fochow; Messrs. H. BLOW & Co., Tientsin; Messrs. HODGE & Co., "Seoul Press," Seoul; "NAGASAKI PRESS" OFFICE, Nagasaki; "KORE CHRONICLE" OFFICE, Kobe; The "DAILY PRESS" OFFICE, Hongkong; and at the London Office, 131, Fleet Street, Hongkong, 1st January, 1903.

TO LET.

12, ARBUTHNOT ROAD. SIX-ROOMED HOUSE. Apply to—
E. A. DE CARVALHO, C. F. DE CARVALHO, Hongkong, 19th March, 1903. [894]

TO BE LET OR SOLD.

THE BUNGALOW on MOUNT KELLET known as "THE SUMMER HOUSE." For Particulars, apply to—
J. Y. V. VERNON, Hongkong, 24th March, 1903. [854]

TO LET OR FOR SALE.

"EXCELSIOR," No. 10, SAN LOUBENCO, Macao. From 1st April next. Apply to—
DR. G. P. JORDAN, 2, Connaught Buildings, Hongkong, 3rd March, 1903. [605]

TO LET.

NOS. 10, 12 and 14, LEIGHTON HILL ROAD. For Particulars, please apply to
MR. LI PAK, Care of Compradore, Nippon Yusen Kaisha, 1st Floor No. 1, Prince's Buildings, Chater Rd. Hongkong, 5th December, 1902. [83]

TO LET.

OFFICES at 6, QUEEN'S ROAD CENTRAL. Apply to—
G. GIRAUULT, Hongkong, 3rd January, 1902. [72]

TO LET.

FIRST FLOOR of No. 14, BEACONSFIELD ARCADE, Queen's Road Central. From 1st April. Suitable for an Office. For further Particulars, apply to—
B. YEE'S STUDIO, Hongkong, 10th March, 1903. [787]

TO LET.

NOS. 1 & 3, "MAGDALENE TERRACE," Corner houses, MAGAZINE GAP. Apply to—
SPANISH PROCURATION, Hongkong, 1st January, 1903. [73]

TO LET.

SPACIOUS NEW HOUSES and FLATS, Connaught Road, Des Vaux Road and Pottinger Street. Close to Blake Pier. Specially suitable for Offices, Stores, &c. Rents very moderate. Apply to—
S. A. SETH, Dairy Farm Co.; or
KWONG SUN TAI, 34, Wing Lok Street, Hongkong, 27th November, 1902. [80]

TO LET UNFURNISHED.

NO. 33, CAINE ROAD. Available from 1st March.

"COOMBE," MAGAZINE GAP. Available from 1st April. Apply—
Daily Press Office, Hongkong, 16th February, 1903. [542]

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HONGKONG
BUSINESS DIRECTORY.

FURNITURE WAREHOUSEMEN

A CHEE & CO. Established 1839.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories.
17a, Queen's Road Central.

CHEONG LEE & CO. Furniture Store.
Established over 20 years. Importers and
Exporters. Teakwood, Furniture, Black-
wood, Jewellery, etc. Highest quality,
best and cheapest. 3, Queen's Road
Central.

JEWELLERS

MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

PHOTOGRAPHERS

M. MUMBY, JAPANESE ARTIST.
Bromide and Oxyen Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 84, Queen's
Road Central.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Sailmakers, Provision
and Coal Merchants, Sole Agents for
Hartmann Rahlfs's Genuine Com-
position Red Hair Brand.

BISMARCK & CO.
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, etc. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineer-
ing, Tools, Brass and Iron Merchants,
144, Des Voeux Road.

MORE & SELMUND,
25 and 26, Consuept Road, Praya Central.
Shipchandlers, Sailmakers, Riggers,
Commission Agents and General
Storekeepers. Sole Agents for
Shipowners' Compensation (Grey-
hound Brand) and Blundell's
Spence & Co.'s Composition.

WATCHMAKERS

DROZ & CO.
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

EXCURSION TO MACAO.

ON 5TH APRIL, 1903.
(PALM SUNDAY).

THE SS. "WINGCHAI" will leave her
usual Wharf (opposite the Central Market)
for Macao at 9 A.M. sharp.
She will return from Macao at 9 P.M. sharp.
Meals and Refreshments can be obtained on
board ship.
(Tickets \$2 (return), obtainable on Board.)
Hongkong, 1st April, 1903. [1094]

CHINESE IMPERIAL GOVERNMENT

7 PER CENT
SILVER LOAN OF 1884, E.

33RD HALF-YEARLY DRAWING.

INTEREST DUE AND DRAWN BONDS
of this LOAN will be PAYABLE at the
Offices of the Corporation on or after the 31st
MARCH, 1903.
List of Drawn Bonds can be obtained on
application to the undersigned.
For the HONG-KONG & SHANGHAI
BANKING CORPORATION,
Agents for the Loan,
J. M. SMITH,
Chief Manager.
Hongkong, 31st March, 1903. [899]

TRADE MARK
CARBOLINEUM AVENARIUS
USED FOR OVER 25 YEARS.

Throughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus,
(Rot and Dampness).

LUTGENS, EINSTMANN & CO.
Sole Agents for China.
Hongkong, 1st July, 1902. [134]

BROWN, JONES & CO.
MONUMENTAL AND ORNAMENTAL
MARBLE.

Have on View and for Sale at their
Marble Yard.

ITALIAN MARBLE
Statuary Figures, Angels, alabaster Crosses,
Obelisks, Columns, Rustic and Plain Crosses
and Headstones; also

AMERICAN MARBLE
Crosses, Columns and Headstones; and
ABERDEEN GRANITE
Crosses and Headstones

For adults and children's graves.
CEMETERY MEMORIALS
made to any design in Italian and American
Marble and Hongkong Gray and
Blue Granite.

Special attention paid to
LETTERING IN ANY STYLE OR
LANGUAGE
in imperishable lead, lead cement, gold, or black.

All work and material guaranteed to be the
best and most durable.
Prices to suit the times.
Designs on application.
Orders from outports carefully and promptly
executed.
Office:—No. 17a, Queen's Road Central, 1st
Floor. Marble Yard:—No. 18, Morrison Hill
Road, Hongkong.
Hongkong, 9th January, 1903. [2462]

NOTICES OF FIRMS

CHINA COMMERCIAL STEAMSHIP
COMPANY, LIMITED.

司公限有船輪華中

THE OFFICES of the above Company have
been OPENED at No. 35, QUEEN'S
ROAD CENTRAL, 2nd FLOOR.
Hongkong, 21st March, 1903. [924]

THE HONGKONG AND KOWLOON
WHARF AND GODOWN CO. LD.

NOTICE

DURING my temporary absence from the
Colony, Mr. E. J. MACGOWAN will
act as SECRETARY of the above Company.
By Order of the Board of Directors,
EDWARD OSBORNE,
Secretary.
Hongkong, 28th March, 1903. [891]

THE "STAR" FERRY COMPANY,
LIMITED.

NOTICE

DURING my temporary absence from the
Colony, Mr. E. J. MACGOWAN will
act as SECRETARY of the above Company.
By Order of the Board of Directors,
EDWARD OSBORNE,
Secretary.
Hongkong, 28th March, 1903. [892]

MR. WILHELM SCHMIDT has been
admitted to Sign our Firm Per
Procuration from this date.

JESSEN & CO.
Hongkong, 30th March, 1903. [1008]

NOTICE

DURING my absence from the Colony
until further notice, Mr. DONALD
MACDONALD, Engineer, Surveyor, for
Veritas will conduct the duties of the Bureau
Veritas in Hongkong from the 1st of April.
G. C. ANDERSON,
Surveyor for Veritas.
Hongkong, 31st March, 1903. [1001]

MR. JOSE MIGUEL ALVES has this
day been admitted a Partner in our
Firm.

L. M. ALVARES & CO.
Hongkong, 1st April, 1903. [1023]

NOTICE

WE have authorized Mr. O. I. ELLIS
to Sign our Firm and Mr. ALBERT
RAYMOND to Sign same Per Procuration
from this date.

S. J. DAVID & CO.
Hongkong, 1st April, 1903. [1027]

WANTED

BOY WRITER wanted, 15 to 17, with
good knowledge of English.
Apply—
OFFICE IN CHARGE OF ACCOUNTS,
Naval Yard.
Hongkong, 30th March, 1903. [1003]

WANTED

GENTLEMAN (Single) requires FUR-
NISHED BEDROOM in Peak District
or Kowloon. Peak preferred. Or would join
a Mess.
Apply to—
H. M.
Care of Daily Press Office.
Hongkong, 29th March, 1903. [985]

WANTED

TEACHER of SPANISH.
Address—
SPANISH.
Care of Daily Press Office.
Hongkong, 27th March, 1903. [970]

WANTED AT ONCE

DOCTORS for Coaching Steamers, with
European or British Colonial Diploma.
Apply to—
NORDDDEUTSCHE LLOYD,
8, Queen's Building,
Top Floor.
Hongkong, 27th March, 1903. [975]

WANTED

FOR the International Settlement of
Kunagau, Amoy, a Competent Man to
act as SECRETARY and SUPERINTEN-
DENT OF POLICE. Preference will be given
to a man with some knowledge of Sanitary
Engineering. Salary \$400 per month. There
would be no objection to his accepting outside
work, provided the same would not interfere
with his duties. The selected candidate must
pass a Medical Examination.
Apply to—
W. S. ORR,
Chairman, Kunagau Municipal Council.
Amoy, 18th March, 1903. [938]

WANTED

INSTITUTION OF ENGINEERS AND
SHIPBUILDERS OF HONGKONG.

WANTED a MANAGER for above
Institution.
Apply to—
HON. SECRETARY.
Hongkong, 21st March, 1903. [927]

SITUATION WANTED

YOUNG ENGLISHMAN (24) 31 years
out East, conversant with German
and French and Bookkeeping, desires position in
any capacity with firm of good standing.
Apply by letter to—
C. L.
Care of Daily Press Office.
Hongkong, 1st April, 1903. [1029]

WANTED AT ONCE

MASTER for ANGLO-CHINESE
DISTRICT SCHOOL. Salary \$60
to \$70 a month.
Also PROBATIONER on \$15 a month.
Apply to undersigned—
EDWARD A. IRVING,
Inspector of Schools.
Hongkong, 1st April, 1903. [1030]

QUAN WAH & CO.,
GRANITE MERCHANT CONTRACTORS,
Dealers in
MARBLE and GRANITE
MONUMENTS.
No. 1, QUEEN'S ROAD EAST.
Estimates, Designs & Prices on Application.
All descriptions of Granite for Export.
Hongkong, 17th October, 1902. [28]

THE WORKING OF THE INDIAN
CURRENCY SYSTEM.

(From The Statist of 14th February.)

It is very nearly 10 years now since the
Indian mints were closed, and it may be worth
while to enquire in some detail into the way in
which the new system is working. It would
have been premature, perhaps, to have raised
the question while the Administration was
forcing the value of the rupee up to 1s. 4d.

It would undoubtedly have been unfair to
criticise the Government too keenly during
the recent period of famine. But happily
India has now emerged from the famine
period, and has entered, we trust, upon a
new period of prosperity. The crops are
all good, and business is active. Such of
our readers as take an interest in matters
of the kind we are here dealing with are
aware that the India Council has been sell-
ing its drafts exceedingly well of late. Last
week, for instance, it offered as many as 80 lacs,
and this week it offered 85 lacs, and it sold the
whole on both occasions on very good terms.

That means that there is a very strong demand
for remittance to India from this country. The
rice crop of Burma, unfortunately, is not as
good as that of 12 months ago; but it is a very
good crop for all that, and it is being bought
eagerly, both for Europe and for Japan. Cot-
ton, likewise, is being exported well and largely.

And the expectation is that the trade in wheat
will likewise be brisk. In short, business is
active, and there are good grounds for hoping
that a new period of prolonged prosperity is
settling in. The influence of the active trade
now going on upon the Money market is note-
worthy, and it affords an instructive commen-
tary upon the policy of those who revolutionized
the Indian currency system, with a success
which they and their successors are never tired
of boasting of. Formerly, when exports were
large silver was shipped to India in payment,
and being sent directly to the mints, it
augmented the currency rapidly. But now
nobody but the Government can get silver
coined in India, and therefore silver cannot be
sent out in payment for Indian exports.

Consequently traders had to adopt, at consider-
able expense and trouble, a roundabout course.
Gold is imported into India just as silver used
to be formerly, is sent into the Treasury,
and is exchanged there for rupees. Thus the
rupee circulation of India is augmented just
as it used to be before the mints were
closed, but India is put to the expense of first
importing gold, so as to set free the silver that
is locked up in the Treasury reserve. And,
furthermore, that reserve is depleted gradually,
and has to be made up again; so that the Indian
Government is put to an unnecessary expense.

In short, traders have to import gold, which is
quite unneeded, in order to get rupees, which
are always in demand, and the Government has
to buy silver in order to supply the rupees. In
this way a twofold unnecessary expense is
introduced. Over and above this, India has
now become a competitor with this country for
gold. At the present time gold is being shipped
from Australia to India in very large amounts.

One single vessel recently took somewhat over
half a million sterling in the metal to India.
The Indian foreign trade returns are made
up so tardily that the import of gold is not
so clearly shown. For example, we have as
yet those returns only up to the end of Novem-
ber, when the active season had only just begun.

Since then the rate of discount both in Bengal
and Bombay has gone up to 7 per cent, and
there has been a very large drain of silver from
the Treasury reserve into the circulation, the
means of effecting the drain being secured by
the shipments of gold from Australia to India.

But as yet the magnitude of the shipments
cannot be shown statistically.

During the first eight months of the current
financial year—that is from April 1 to Novem-
ber 30 last—the silver imported into India
amounted to Rs. 3,52,18,891, against Rs.
6,91,48,099 the year before. It is true that Rs.
3,39,11,866 were exported, but it will be seen that
as much as Rs. 5,14,06,925 were retained in
India. It used to be argued by those who
advocated the closing of the mints that silver
was imported into India mainly for coinage,
that India was being used by the rest of the
world as a kind of dumping-ground, and that a
great change would be effected, when once silver
ceased to be freely coined. Very soon, however,
experience showed that this argument was
utterly wrong, for after the closing of the mints
so large were the imports of the metal that a
duty had to be clapped on to reduce the imports.

Nearly 10 years have now elapsed since the
mints were closed, and the figures cited above
show how large continue to be the imports. It
matters little what causes contributed to
increase the imports last year. The fact is that
every year the imports continue on a very
large scale, although the metal cannot be sent
to the mints for coinage, although, further,
it is subject to a duty, and although, lastly,
the market price is so much lower than it used to
be. We have thus incontrovertible evidence
that the Indian preference for silver continues
as strong as ever it was, that silver consequently
is the natural money of the country, and that it
is only the prejudices of the British residents
in India that keep the mints closed. Another

argument which was constantly used by the
advocates of the closing of the mints was that the
silver currency of India was redundant. The
10 years' experience since the new system was
introduced has shown that this notion was as
groundless as the preceding. Indeed, all careful
observers were from the first well aware
that it was utterly untenable. The Govern-
ment of India having decided to close
the mints, absolutely refused to buy silver
itself and coin it. Consequently money became
extremely scarce and dear, not alone in the
great centres like Calcutta and Bombay, but in
the remotest villages, and even in the most
distant rural districts. Then the Government
exchanged gold for rupees, substituting the
gold for the latter in the reserve Treasury as a
security for the exchangeability of the note.

The result of this was that after a time the
rupee reserve in the Treasury ran down so low
that it threatened to disappear altogether. The
Government became alarmed. It ransacked
every place where rupees were to be had through-
out the length and breadth of India. And after
all it had in a hurry to buy a large quantity of
silver, and get it coined as quickly as might be,
thus unduly running up the price. The drought
and famines that have prevailed for several
seasons since have pressed so upon industry of
every kind that there has not been the same
demand as formerly for an increased circulation.

But already the recovery of India since the
drought has ended has made so much progress
that there is again a large drain of rupees out
of the reserve Treasury.

We referred above to the very large amount
of gold which is being imported from Australia.
And this gold is imported for the purpose of
getting rupees out of the Treasury. At present
the reserve of rupees is only about 11 crores.

If the drain goes on as it is going on now, the
reserve will probably soon run down to a figure
when the Government will think it necessary
to buy silver. If the drain should not continue,
the Government may put off buying the metal,
in the hope that once the active trade season is
over some of the rupees that are now going out
to the interior will flow back again. But if
the drain goes on, and the reserve of rupees
falls below 10 crores (10 crores=1,000 lacs)
clearly it will be the duty of the Govern-
ment to make preparations for replenishing
the reserve. It seems, therefore, reasonably
certain that before very long the Indian
Government will have to go into the market to
buy silver. Whether it will do so before the
end of the present active season nobody can yet
say, but that it will have to do so before the
present year comes to an end is extremely prob-
able. It is scarcely credible, indeed, that the
Government will repeat the error it committed
a few years ago, and allow its reserve of rupees
to fall so low that it will have to rush into the
market in a kind of panic to buy. It will be
seen from the above that the main arguments
put forward for closing the mints have been
proved utterly wrong by experience; and it is
also clear from the foregoing that India remains
a silver-using country, only that the people are
put to all kinds of annoyances and trouble to
get the money they require, whereas formerly
it was supplied to them easily and almost
automatically.

NO SUBSTITUTE WANTED.

No! I did not ask for a bottle any cheaper, or
twice as large, or one made by yourselves. I
did ask for and will not have any substitute for
Perry Davis' Painkiller; I have used it, my
father used it and I would not be surprised if
my grandparents did so too; there is no limita-
tion that can equal it. That I am sure of—for
stomach ache. [298-25]

HIGH-CLASS CHRISTMAS

Plain Christmas Cakes	from \$1.00
German Sand Cakes	from \$1 to \$5.00
Assorted Pastry Cakes	per dozen 0.60
Scotch Buns	per dozen 1.50
Frieden Stollen	per dozen 2.00
Mince Pies	per dozen 2.40
Chicken and Ham Pies	from 3.00
Chicken and Ham Patties	from 2.40
Game Pies	from 5.00

Christmas Puddings, &c., to Order.
Please apply to WEISMAN & CO., 142,
Praya East; or ANGLO-AMERICAN STORES,
6, Elgin Road, or ROYAL ERATED
WATER DEPOT, Ice House Street.
Hongkong, 19th December, 1902. [117-1]

TO BE PUBLISHED SHORTLY.

A NEW STREET INDEX,
BY
ARTHUR CHAPMAN,
Government Assessor.

Intending Subscribers are requested to send,
as early as possible, Orders for as many copies
as they may require, to
THE GOVERNMENT ASSESSOR,
The Treasury.
Hongkong, 19th February, 1903. [575]

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Established 1719,
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
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LAUREN, WEGENER & CO.,
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Hongkong, 7th May, 1903. [14]

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IMPORTED EVERY MONTH, THERE-
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CARTRIDGES 8, 10, 12, 16, and 20 BORE,
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AMMUNITION in Variety.

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Hongkong, 28th November, 1902. [1125]

MR. CHADWICK KEW
DENTAL SURGEON,
No. 39, QUEEN'S ROAD CENTRAL.
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Hongkong, 14th March, 1903. [839]

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34, QUEEN'S ROAD.

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BLASTING GELATINE AND GELIGNITE,

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BRITISH-AMERICAN TOBACCO

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144

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IRON WORKS
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1250-3

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY GENERAL
MEETING of the Members of the
above Club will be held in the CITY HALL,
on WEDNESDAY, the 5th APRIL, at
6 o'clock P.M.
By Order,
J. GRANT,
Secretary. [1000]

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OF
DENTISTRY.

DR. M. H. CHAUN,
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Hongkong, 10th March, 1903. [796 853]

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A unique and efficacious preparation for
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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, containing from Green Island. Vessels anchoring nearest Kowloon are marked A, nearest Hongkong B, midway between Hongkong and Kowloon C, and those vessels berthed at the Kowloon Wharf, D, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, via SINGAPORE, &c.	CANDIA	Brit. str.	2 m.	E. G. Andrews	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON, &c., via PORTS OF CALL	CLATON	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	On 11th inst., at Noon.
LONDON & ANTWERP	DECAULON	Brit. str.	2 m.	Butterfield & Swire	Butterfield & Swire	On 14th inst.
LONDON	JASON	Brit. str.	2 m.	Butterfield & Swire	Butterfield & Swire	On 14th inst.
LONDON	CALCHAS	Brit. str.	2 m.	Butterfield & Swire	Butterfield & Swire	On 14th inst.
LIVERPOOL via GENOA	PINGSU	Brit. str.	2 m.	Butterfield & Swire	Butterfield & Swire	On 14th inst.
MARSEILLES, LONDON & ANTWERP v. S'PORE, &c.	PATROCLUS	Brit. str.	2 m.	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 14th inst., at Daylight.
MARSEILLES, &c., via PORTS OF CALL	KAMAKURA MARU	Jap. str.	2 m.	Messageries Maritimes	Messageries Maritimes	On 14th inst., at 11 a.m.
MARSEILLES, LONDON & ANTWERP v. S'PORE, &c.	INABA MARU	Jap. str.	2 m.	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 14th inst., at Daylight.
BREMEN, via PORTS OF CALL	SACHSEN	Ger. str.	2 m.	Melchers & Co.	Melchers & Co.	On 14th inst., at Noon.
HAVRE & HAMBURG	KOMORBERG	Ger. str.	2 m.	HAMBURG-AMERIKA LINIE	HAMBURG-AMERIKA LINIE	On 14th inst.
HAVRE & HAMBURG	SAMBIA	Ger. str.	2 m.	HAMBURG-AMERIKA LINIE	HAMBURG-AMERIKA LINIE	On 14th inst.
HAVRE & HAMBURG	SEBASTIA	Ger. str.	2 m.	HAMBURG-AMERIKA LINIE	HAMBURG-AMERIKA LINIE	On 14th inst.
HAVRE & HAMBURG	SEGOYA	Ger. str.	2 m.	HAMBURG-AMERIKA LINIE	HAMBURG-AMERIKA LINIE	On 14th inst.
NEW YORK, via PORTS & SUEZ CANAL	RICHMOND CASTLE	Brit. str.	2 m.	DODWELL & Co., Ltd.	DODWELL & Co., Ltd.	About 20th inst.
DAINTY PORT AUSTRIA & VLADIVOSTOCK	PENBROKESHIRE	Brit. str.	2 m.	Shewan, Tomes & Co.	Shewan, Tomes & Co.	On or about 15th May.
MANZANILLO, MEXICO & SAN FRANCISCO, &c.	KITAI	Rus. str.	2 m.	Melchers & Co.	Melchers & Co.	Quick despatch.
VANCOUVER, via SHANGHAI, &c.	ATHOLL	Brit. str.	2 m.	J. S. VAN SUREN	J. S. VAN SUREN	On 22nd inst., at Noon.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	Canadian Pacific R. Co.	Canadian Pacific R. Co.	On 6th May.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 7th inst., at 4 p.m.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	OLYMPIA	Brit. str.	2 m.	DODWELL & Co., Limited	DODWELL & Co., Limited	On 8th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	KREMONA	Brit. str.	2 m.	Butterfield & Swire	Butterfield & Swire	On 18th inst.
PORTLAND, OREGON	KAGA MARU	Brit. str.	2 m.	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 21st inst., at 4 p.m.
AUSTRALIAN PORTS	INDRAVELLI	Brit. str.	2 m.	Butterfield & Swire	Butterfield & Swire	On 20th inst.
AUSTRALIAN PORTS	EASTERN	Brit. str.	2 m.	Gibb, Livingston & Co.	Gibb, Livingston & Co.	On 8th inst., at Noon.
KOBE & YOKOHAMA	KAGOSHIMA MARU	Jap. str.	2 m.	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 17th inst., at Noon.
KOBE & YOKOHAMA	TSINAN	Brit. str.	2 m.	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 17th inst., at 4 p.m.
NAGASAKI, KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	2 m.	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 20th inst.
SHANGHAI & KOBE	KANSU	Brit. str.	2 m.	Butterfield & Swire	Butterfield & Swire	On 22nd inst., at Noon.
SHANGHAI & KOBE	TOKIN	Brit. str.	2 m.	Butterfield & Swire	Butterfield & Swire	On 22nd inst., at Noon.
SHANGHAI	WOOSUNG	Brit. str.	2 m.	Messageries Maritimes	Messageries Maritimes	On or about 7th inst.
SHANGHAI, KOBE & YOKOHAMA	YARRA	Brit. str.	2 m.	Butterfield & Swire	Butterfield & Swire	On 8th inst.
SHANGHAI	WHAMPOA	Brit. str.	2 m.	P. & O. S. N. Co.	P. & O. S. N. Co.	On or about 8th inst.
SHANGHAI & TAKU	SHANGHAI	Brit. str.	2 m.	P. & O. S. N. Co.	P. & O. S. N. Co.	About 10th inst.
SHANGHAI	COROMANDEL	Brit. str.	2 m.	Osaka Shosen Kaisha	Osaka Shosen Kaisha	On 5th inst.
TAMU, via SWATOW & AMOY	DAIGI MARU	Jap. str.	1 m.	Osaka Shosen Kaisha	Osaka Shosen Kaisha	On 5th inst.
FOOCHOW, via SWATOW & AMOY	MAIDZURU MARU	Jap. str.	1 m.	Osaka Shosen Kaisha	Osaka Shosen Kaisha	On 15th inst.
ANPING, via SWATOW & AMOY	TEALAS	Brit. str.	2 m.	Douglas Lapraik & Co.	Douglas Lapraik & Co.	To-day, at 11 a.m.
SWATOW	HAIZONG	Brit. str.	2 m.	Douglas Lapraik & Co.	Douglas Lapraik & Co.	On 4th inst., at 5 p.m.
SWATOW, AMOY & TAMSUI	CHINGTU	Brit. str.	2 m.	Butterfield & Swire	Butterfield & Swire	On 4th inst.
MANILA	LOONGSANG	Brit. str.	2 m.	Jardine, Matheson & Co.	Jardine, Matheson & Co.	On 4th inst., at 4 p.m.
MANILA	ZAFIRO	Brit. str.	2 m.	Shewan, Tomes & Co.	Shewan, Tomes & Co.	On 4th inst., at 10 a.m.
MANILA DIRECT	ROSETTA MARU	Jap. str.	2 m.	Gibb, Livingston & Co.	Gibb, Livingston & Co.	On 4th inst., at 11 a.m.
MANILA	EASTERN	Brit. str.	2 m.	Shewan, Tomes & Co.	Shewan, Tomes & Co.	On 9th inst., at Noon.
MANILA	RUBI	Brit. str.	2 m.	HAMBURG-AMERIKA LINIE	HAMBURG-AMERIKA LINIE	On 11th inst., at 10 a.m.
SINGAPORE, RANGOON & MOULMAIN	FRIBURG	Ger. str.	2 m.	Jardine, Matheson & Co.	Jardine, Matheson & Co.	On 7th inst., at Daylight.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	2 m.	P. & O. S. N. Co.	P. & O. S. N. Co.	On or about 18th inst.
SINGAPORE, COLOMBO & BOMBAY	PEKIN	Brit. str.	2 m.	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 8th inst., at 4 p.m.
BOMBAY, via SINGAPORE & COLOMBO	IZUMI MARU	Jap. str.	2 m.	Carlowitz & Co.	Carlowitz & Co.	On 11th inst., at Noon.
BOMBAY, via SINGAPORE & PENANG	CAPEI	Ital. str.	2 m.	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
BOMBAY, via SINGAPORE & COLOMBO	HIROSHIMA MARU	Jap. str.	2 m.	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 21st inst., at Noon.

SHIPPING.

ARRIVALS.

Mar. 31, CANDIA, British str., 4,195, E. G. Andrews, Shanghai 28th March, General.
—P. & O. S. N. Co.
Mar. 31, JAGUAR, German g-lt., from Canton.
Apr. 1, ANBOLD LUYKEN, German str., 1,095, C. Ullrich, Saigon 23rd March, Rice-boat—East Asiatic Trading Co.
Apr. 1, CHINGTU, British str., 1,459, J. McD. Howie, Kobe 27th March, General—Butterfield & Swire.
Apr. 1, DAIGI MARU, Japanese str., 847, T. W. Groves, Tamsui via Amoy and Swatow 29th March, General—Osaka Kisen Kaisha.
Apr. 1, HANGSANG, British str., 1,356, S. Wilde, Shanghai 28th March, General—Jardine, Matheson & Co.
Apr. 1, HONGKONG, French str., 742, Pannier, Haiphong and Hoihow 31st March, General—A. R. MARY.
Apr. 1, KANSU, British str., from Canton.
Apr. 1, KWANGTAH, Chinese str., from Canton.
Apr. 1, MARCEBOS, British str., 2,976, McGregor, Wellington 5th March, Coal—ADMIRALTY.
Apr. 1, PROMETHEUS, Norw. str., 1,023, Moller, Manila 28th Mar., Ballast—East Asiatic Trading Co.
Apr. 1, TOKIN, French str., 2,397, Schmitt, Marseilles via Bombay 10th Feb., General—Messageries Maritimes.
Apr. 1, ULABRAND, Norwegian str., 1,369, T. Andersen, Manila 29th March, General—C. B. RAY.
Apr. 1, VICKSBURG, U.S. gunboat, 1,160, Blockading, Amoy 31st March.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
1st April.
Carl Diederichsen, German str., for Haiphong.
Kinsch, British str., for Singapore.
Katsang, British str., for Yokohama.
Kwangle, Chinese str., for Canton.
Maidzuru Maru, Japanese str., for Swatow.
Saxonia, German str., for Shanghai.
Seitoku Maru, Japanese str., for Japan.
Shini Maru, Japanese str., for Canton.

DEPARTURES.

1st April.
Carl Diederichsen, Ger. str., for Haiphong.
Doric, British str., for San Francisco.
EMPEROR OF INDIA, British str., for Vancouver.
KLAUSCHOU, German str., for Shanghai.
KINTUCK, British str., for London.
KUSANG, British str., for Yokohama.
KWANLEE, Chinese str., for Canton.
PRINZ HEINRICH, German str., for Europe.
MAIDZURU MARU, Japanese str., for Amoy.
SAXONIA, German str., for Yokohama.
SEITOKU MARU, Japanese str., for Japan.
SHINI MARU, Japanese str., for Canton.

VESSELS IN DOCK.

31st March.
ABERDEEN DOCKS.—Steinper.
Kowloon Docks.—Kusan, Compania de Filipinas, Sherman, Isla de Cuba, Zafiro, Hyades, U.S.S. Helena, Hailon, Elbe, Dragon, Hainan, U.S.S. Oregon.
COSMOPOLITAN DOCK.—Kamsang.

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.
REDUCED SALOON PASSAGE MONEY.
SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DUTY QUALIFIED SURGEON CARRIED.
BUTTERFIELD & SWIRE AGENTS.
Hongkong, 9th January, 1903.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship.

"THALES,"
Captain Robson, will be despatched for the above port TO-DAY, the 2nd April, at 11 a.m.For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO.,
General Managers.

Hongkong, 31st March, 1903. [1006]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS

FOR SHANGHAI AND KOBE.

THE Company's Steamship

"TONKIN,"
Captain Schmitt, will be despatched for the above ports TO-DAY, the 2nd inst., at Noon.For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 2nd April, 1903. [2]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MANZANILLO, MEXICO AND SAN FRANCISCO via MOJI, KOBE AND YOKOHAMA.

THE Steamship

"ATHOLL,"
Captain E. Porter, will be despatched for the above ports TO-DAY, the 2nd inst., at Noon.

For Freight or Passage, apply to the Company's Office, 35, Queen's Road Central, 2nd Floor.

J. S. VAN BUREN,
Superintendent.

Hongkong, 1st April, 1903. [1031]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE Company's Steamship

"LOONGSANG,"
Captain G. S. Weigall, will be despatched for the above on SATURDAY, the 4th April, at 4 p.m.

This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 31st March, 1903. [1004]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"
Captain Buller, will be despatched for the above on TUESDAY, the 7th inst., at Noon.For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 1st April, 1903. [1025]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"YARRA,"
Captain Negre, will be despatched for the above ports on or about TUESDAY, the 7th April.For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 31st March, 1903. [2]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

1903

R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons ... WEDNESDAY, 22nd April.

R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 6th May.

R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 13th May.

R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 27th May.

R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons ... WEDNESDAY, 3rd June.

R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons ... WEDNESDAY, 24th June.

R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 15th July.

R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 22nd July.

R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons ... WEDNESDAY, 5th Aug.

R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 13th Aug.

R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons ... WEDNESDAY, 26th Aug.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and making connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pender Street.

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NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Captain. Tons. Sailing Date.

OLYMPIA ... J. T. Macbride ... 2,837 ... April 8th.

TACOMA ... A. Dix ... 2,812 ... April 17th.

SHAWMUT ... W. M. Smith ... 9,606 ... May 21st.

PLEIADES ... F. G. Purinton ... 3,753 ... May 31st.

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN PORTS of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to
DODWELL & COMPANY, LIMITED,
GENERAL AGENTS.

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NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

KAMAKURA MARU ... MARSEILLES, LONDON and ANTWERP, via SINGAPORE ... SATURDAY, 4th Apr. 4 p.m.

H. Peterson ... PENANG, COLOMBO and PORT SAID ... DAYLIGHT.

M. Yagi ... VICTORIA, B.C. and SEATTLE ... TUESDAY, 7th Apr. 4 p.m.

KAGOSHIMA MARU ... U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA ... SATURDAY, 15th Apr. 4 p.m.

KINSHU MARU ... BOMBAY, via SINGAPORE and COLOMBO ... WEDNESDAY, 8th Apr. 4 p.m.

F. L. Fyne ... MOJI, KOBE and YOKOHAMA ... FRIDAY, 17th Apr. 12 noon.

INABA MARU ... MARSEILLES, LONDON and ANTWERP, via SINGAPORE ... SATURDAY, 15th Apr. 4 p.m.

W. Bainbridge ... PENANG, COLOMBO and PORT SAID ... DAYLIGHT.

HIROSHIMA MARU ... BOMBAY, via SINGAPORE and COLOMBO ... TUESDAY, 21st Apr. at Noon.

KAGA MARU ... VICTORIA, B.C. and SEATTLE ... TUESDAY, 21st Apr. 4 p.m.

G. Anderson ... U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA ... SATURDAY, 22nd Apr. at Noon.

KASUGA MARU ... NAGASAKI, KOBE and YOKOHAMA ... WEDNESDAY, 22nd Apr. at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between MOJI and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIYARA, Manager. [9]

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon restaurants. Electric Light. Perfect Cuisine. Surgeons carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
-----------	------	---------	-----	--------------

ZAFIRO ... 2540 ... R. Dodge ... Manila Direct ... Sat. 4th Apr. 10 a.m.

RUBI ... 2540 ... E. W. Almond ... Manila Direct ... Sat. 11th Apr. 10 a.m.

PERLA ... 1980 ... J. McGinlay

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 30th March, 1903. [17]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO INLAND SEA PORTLAND, OREGON

OF JAPAN, MOJI, KOBE and YOKOHAMA via

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. Tons. CAPTAIN. SAILING DATE.

"INDRAVELLI" ... 4,890 ... W. H. Croves ... April 20, 1903.

"INDRAPURA" ... 4,890 ... A. E. Hollingsworth ... May 14, 1903.

"INDRASAMHA" ... 5,197 ... J. Croves

OCEAN STEAM SHIP CO., LD.

CHINA MUTUAL STEAM
NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"JASON"	On 5th April.	
GLASGOW and LIVERPOOL	"JAGAMON"	On 9th April.	
GLASGOW and LIVERPOOL	"KEEMUN"	On 16th April.	
GLASGOW and LIVERPOOL	"PATROCLUS"	On 24th April.	
GLASGOW and LIVERPOOL	"CALCHAS"	On 30th April.	
GLASGOW and LIVERPOOL	"HYSON"	On 9th May.	

HOMEWARDS.

FROM	STEAMERS	TO	DATE
LONDON and ANTWERP	"GLAUCUS"	On 14th April.	
LIVERPOOL via MARSEILLES	"PINGSUET"	On 18th April.	
LONDON	"DEUCALION"	On 24th April.	
LONDON	"JASON"	On 12th May.	
LIVERPOOL via GENOA	"PATROCLUS"	On 25th May.	
LONDON	"CALCHAS"	On 28th May.	

TRANS-PACIFIC SERVICE.

FROM	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA.	"KERMUN"	On 18th April.	
The S.S. "CHINGWU" left Singapore on the 28th inst., p.m., and is due here on the 3rd April.			
The S.S. "JASON" left Singapore on the 1st inst., a.m., and is expected here on the 5th inst.			

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd April, 1903.

[10-12]

CHINA NAVIGATION CO.
LIMITED.

FROM	STEAMERS	TO	DATE
SHANGHAI	"KANSU"	On 2nd April.	
MANILA	"CHINGTU"	On 4th April.	

FROM	STEAMERS	TO	DATE
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, GARNES, TOWNVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	On 4th April.	
SHANGHAI	"WOOSUNG"	On 6th April.	
SHANGHAI	"WHAMFOA"	On 8th April.	
SHANGHAI	"HSINAN"	On 26th April.	
KOBE and YOKOHAMA	"ISINAN"	On 26th April.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports

* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 31st March, 1903.

[11]

TOYO KISEN KAISHA
MANILA
LINE.REGULAR SERVICE
BETWEEN HONGKONG AND
MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date
"ROSETTA MARU"	N. Tate	3276	Saturday, 4th April, at 11 A.M.
"ROHILLA MARU"	E. F. Bishop	3309	Friday, 10th April, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 1st April, 1903.

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OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, via SWATOW	"DAIGI MARU"	SUNDAY, 5th
AND AMOI	"T. W. GROVES"	SUNDAY, 12th
TAMSUI, via SWATOW	"DAIWIN MARU"	April
AND AMOI	"T. OSAKA"	April
FOOCHOW, via SWATOW	"ANPING MARU"	WEDNESDAY, 28th
AND AMOI	"I. GORO"	April
ANPING, via SWATOW	"MAIDZURU MARU"	WEDNESDAY, 15th
AND AMOI	"T. SAITO"	April

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese flag, and are subject to periodic inspection by the Government Marine Surveyors, and are registered as the highest class at Lloyd's.

Steamers will go alongside the Co.'s Piers at the Customs' water front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 3, Des Vaux Road Central.

Hongkong, 2nd April, 1903.

T. ARIMA, Manager

[15]

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRECHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COX BRUGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TARRIST, GENOA. Ports in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATE	Freight & Passengers
KONIGSBERG	HAMBURG and HAMBURG	On 10th April	Freight & Passengers
Capt. Meyer	(Calling at Singapore and Colombo)		
SAMBIA	HAMBURG and HAMBURG	On 21st April	Freight
Capt. Schmitz	(Calling at Singapore and Colombo)		
SERBIA	HAMBURG and HAMBURG	On 5th May	Freight
Capt. Deinet	(Calling at Singapore and Colombo)		
SAXONIA	HAMBURG and HAMBURG	On 19th May	Freight
Capt. Brubner	(Calling at Singapore and Penang)		
SEGOVIA	HAMBURG and HAMBURG	On 2nd June	Freight
Capt. Barch	(Calling at Singapore and Colombo)		

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

QUEEN'S BUILDING, No. 1.

COMPAGNIE DES MESSAGERIES
MARITIMES
PAQUEBOTS-POSTES FRANCAIS.

NOTICE

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY, CALCUTTA,
DIBOUTI, EGYPT, MARSEILLES,
MEDITERRANEAN AND BLACK
SEA PORTS.

LONDON, HAVRE, BORDEAUX,
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 7th April, 1903, at 11 A.M., the Company's Steamship "SYDNEY," Captain Blanc, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 6th April. Specie and Parcels received until 4 P.M., on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DU CHAMPEAUX,
Agent.

Hongkong, 24th March, 1903.

THE RUSSIAN EAST ASIATIC
COMPANY, LIMITED.FOR DALNY, PORT ARTHUR AND
VLADIVOSTOK.

THE Russian Steamship

"KITAI."
Captain Backhoff, will be ready to load here on TUESDAY, the 7th April, for the above ports, and will have quick despatch.

For Freight or Passage, apply to
MELCHERS & CO.,
Agents.

Hongkong, 28th March, 1903.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN, and QUEENSLAND
PORTS, and taking through Cargo to ADE-
LAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"
Captain Ellis, will be despatched as above on THURSDAY, the 8th April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 17th March, 1903.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"CHUSAN,"
Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this Port on SATURDAY, the 11th April, at Noon, taking passengers and cargo for the above ports.

Bill and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
E. A. HEWITT,
Superintendent.

Hongkong, 31st March, 1903.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK VIA PORTS AND SUEZ
CANAL.

LIBERTY
PORTS
PROPOSED SAILINGS FROM HONGKONG.
1903.

"RICHMOND CASTLE" About 20th April.

"AFRIDE" " " 30th April.

"SAGAMI" " " 15th May.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 25th March, 1903.

"SHIRE" LINE OF STEAMERS.

STEAMSHIP SERVICE TO
NEW YORK VIA PORTS AND SUEZ
CANAL.
(With liberty to call at the PHILIPPINE
PORTS).

THE First-class Steamer
"PEMBROKESHIRE"
will be despatched on or about FRIDAY, the 15th May.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 26th March, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. Austin, D.M.S.,
DAILY Departures from Hongkong
to Macao at 8 A.M., from Macao to Hong-
kong at 2 P.M. Sunday included.

1st Class fare (including cabin and servant),
\$3; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Superior cabin accommodation.

What to Hongkong, opposite Central
Market, at Macao, C. M. S. N. Company's
Wharf.

For Freight, &c. apply to—
SHEWAN, TOMES & CO., LD.,
81, Queen's Road Central.

Hongkong, 25th February, 1903.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.
"EASTERN,"
Captain Ellis, will be despatched as above on THURSDAY, the 8th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

Return Tickets interchangeable with China and Manila S.S. Co., Ltd.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 1st April, 1903.

NAVIGAZIONE GENERALE
ITALIANA.
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGA-
PORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI,"
Captain Belsito, will be despatched as above on SATURDAY, the 11th April, at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 31st March, 1903.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

S.S. "CHU KONG" (Captain Mason),
DEPARTURES from Hongkong to Macao
daily at 8 A.M. (Sunday included).

Departures from Macao to Hongkong daily at 2 P.M. (Sunday included).

This steamer is the fastest and has superior Cabin accommodation.

FARES:
1st Class \$3.00
2nd " 1.00
3rd " 0.50

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.,
No. 42, Bonham Strand West.
Hongkong, 11th March, 1903.

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EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.

"EASTERN,"
Captain Ellis, will be despatched as above on THURSDAY, the 8th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.

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N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 1st April, 1903.

NAVIGAZIONE GENERALE
ITALIANA.
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGA-
PORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

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Hongkong, 31st March, 1903.

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1st Class \$3.00
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3rd " 0.50

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.,
No. 42, Bonham Strand West.
Hongkong, 11th March, 1903.

[646]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with IMPRO-
VED CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

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NOTICES TO CONSIGNEES

FROM HAMBURG, BREMEN, ROTTER-
DAM, ANTWERP, PENANG AND
SINGAPORE.

THE H.A.L. Steamship

"SAXONIA,"
Captain Brehmer, having arrived from the above ports, Consignees of Cargo are hereby requested to land in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 30th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th April, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 30th March, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"BALLARAT,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From London, &c., ex s.s. China.
From Australia, ex s.s. Australia.
From Persian Gulf, ex s.s. B. I. S. N.
and B. P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. To-day, 27th inst.

Goods not cleared by the 2nd prox., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 27th March, 1903.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—
SOLIPSE, British 4-m. barque, McBride—
Standard Oil Co.

NOTICE TO CONSIGNEES.
FROM YOKOHAMA AND KOBE.
THE Steamship

"NIPPON"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before No. 11, on the 6th April, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 6th April, will be subject to rent.

Bills of Lading will be counter-signed by the Undersigned.

SINDELL, WILSON & CO.,
Agents.

Hongkong, 31st March, 1903.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.
FROM YOKOHAMA AND KOBE.
THE Steamship

"NIPPON"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before No. 11, on the 6th April, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 6th April, will be subject to rent.

Bills of Lading will be counter-signed by the Undersigned.

SINDELL, WILSON & CO.,
Agents.

Hongkong, 31st March, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"BALLARAT,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From London, &c., ex s.s. China.
From Australia, ex s.s. Australia.
From Persian Gulf, ex s.s. B. I. S. N.
and B. P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. To-day, 27th inst.

Goods not cleared by the 2nd prox., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 27th March, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"BALLARAT,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

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E. A. HEWITT,
Superintendent.

Hongkong, 27th March, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
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Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. To-day, 27th inst.

Goods not cleared by the 2nd prox., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 27th March, 1903.

NOTICE

